

Minnesota Transportation Museum



Spring 1996







Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

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SUBMISSIONS

The Minnegazette welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

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BOARD OF TRUSTEES

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THANK YOU FOR YOUR GENEROSITY

-To Gordon Bassett, Lawrence Beyer, Charlene Boden, Scott Heiderich, Al and Melanie Jensen, John Kennedy, Michael E. Miller, Walt and Terry Mueller, James and Leana Rogers, and James Vaitkunas for their contributions to the Traction Fund Annual Appeal.

-To Ray Bowlan for donating two micrometers and assorted end mills for the Linden Hills shop.

-To Hazel Schumacher for donating the photo, book and magazine collections of her late husband Robert.

-To Garry Enders for donating his MTC bus driver uniform.

-To Dick Heine for donating wood and other materials for the repair of NP #1102's doors and windows.

-To Larry Schulte for his donation to the locomotive #105 fund.

-To Primus Law Firm for donating the legal services of Paul Spyhalski to the Railroad Division.

-To Dan Fortin for donating materials for the #2232 clerestory windows.

NOTES

MTM now owns the powerhouse building directly east of Jackson Street Roundhouse. And for the first time, the mortgage on Jackson Street has dropped below \$200,000, thanks to the generous financial support of Art Pew.

* * *

More Minnegazette improvements. Last issue was the first to feature scanned photos, rather than halftones. Scanning permits a much wider range of gray tones and a sharper image. Scanning also makes it possible to get good black and white prints from color slides, although they have to be removed from their frames. The Minnegazette also has a new printer, Sexton Printing, who does Minnesota History magazine for the Minnesota Historical Society.

* * *

Aaron Isaacs is the new editor of ARM Report To You, the newsletter of the Association of Railway Museums. **Louis Hoffman**, who serves as an ARM Director, played a prominent role in the appointment.

* * *

The Minnesota Film Board is always looking for good photo locations to sell to out of town film makers. With the launching of Minnehaha and the opening of the Osceola Depot, it seemed like the

right time to let them know what we have. Mike Buck put together a short "teaser" video on MTM, which was conveyed to them along with photos and brochures. And the Oscar for best transportation in a supporting role goes to...

CORRECTIONS & NEW INFO

Jim Kreuzberger fills us in on the unidentified snowed-in Duluth streetcar on page 30 of the Winter issue: "DSR was recovering from two severe snowstorms on the 1st and 18th of February 1922. On the 21st, DSR's GM, in an interoffice memo, reported on the progress of repairs to burned out armatures from the previous storm. That night, another more devastating storm hit. Not a street car was moving...a very rare situation. In my research, this probably was the only storm to shut down DSR for up to twelve hours."

Now, back to the photo. A third track extended along Superior St. from 26th to near 28th St. It accessed shop and yard tracks, was used for westbound pullouts, and on occasion was used for cripples. The car in the photo is on that track. The photographer (looking west) was standing on DSR's only railroad connection (Soo Line) at 27th Ave. The building in the background was the Western Hotel, owned and operated by my uncle."

ORAL HISTORY PROJECT NEEDS YOUR HELP

The Oral History Project needs more volunteers to conduct interviews. We now have a long list of names of people who have significant memories of trains, streetcars and steamboats. But we simply don't have enough people to interview them, or to transcribe the interview tapes.

The interview process is simple-- and very gratifying-- for both the narrator (interviewee) and the volunteer doing the interview. The net result is an archive of tapes of people "who were there". If you are interested in helping, call **Mike Miller** at 927-6960.

A special word of thanks goes to **Gove Layborn**, who has agreed to assist with the Lake Minnetonka area interviews, and **Jim Burt**, who will be interviewing railroaders.

Charles Barthold also deserves appreciation for using his professional camera skills in taping the late **George Sweeney**, former Milwaukee Road conductor, on location at the Milwaukee Road Depot and at the South Minneapolis yard office where George started his career in 1918.

Front cover: Hennepin Avenue in its heyday, looking north from 10th Street, taken on April 11, 1936. Norton & Peel photo, Minnesota Historical Society collection. Inside front cover: A scene to strike fear into the hearts of trolley fans everywhere. On July 7, 1953, TCRT paraded its new buses up Central Avenue south of Broadway. Arthur Hager photo, Star-Tribune collection.

LETTER FROM THE CHAIR

-Michael E. Miller

This is my first letter to the membership since being elected to chair the Board of Trustees- a position I find to be one of the most exciting and challenging I have ever held.

I would like to share my thoughts on the Museum— where it is now, where it is going. I want to encourage you to engage in dialogue with me and other Board members as we move into the future. Here goes:

1. The center and heart of the Museum is the volunteer. I am constantly in awe of our volunteers. I am in awe of the number of hours they put in on the work of the Museum, whether it is restoring a railway car, rebuilding the truck of a 1908 streetcar, refastening the hull of the Minnehaha, crew calling, running freight for the Wisconsin Central (sometimes far into the night), writing grant applications, doing publications, developing marketing and operations plans, or any of the host of other activities that need to be accomplished. More than one person has said that they have never known an organization the size and complexity of MTM that is run by volunteers. Many are people that we almost take for granted because they are always there— yet we should never take them for granted. They are the ones who consistently show up for the work sessions and the committee meetings week after week, year after year—and who can always be counted on to take just one more task. These are the people without whom the Museum ceases to exist.

2. Given the importance of our volunteers, we need to better support them and recruit many more. I would challenge every current member to recruit just one new member during the coming year. If we do that, we would, in one year, double the number of volunteers, double the number who might contribute to appeals, and double the number of people who are "out there" talking about MTM.

3. We need strong divisions and a strong Board of Trustees. The Board of Trustees is just that, the trustee of the financial and legal state of the Museum, and the place where policies for the entire Museum are formulated. But the divisions are where the action is and they need to be strong, organized and responsible for their own unique area of operations. To the divisions, the Board is essentially a resource center, insuring that the divisions are able to do their best in an atmosphere of support and encouragement.



Bill Warrick of Chicago rode a couple of the Minnesota Railfan Association streetcar fantrips in the early '50s, and he recently sent us some photos to copy. Ray Bensen, Sr. and Bob Schumacher, who both passed away last year, appear in them. That's Ray, well remembered for his white suits, standing just to the left of the car at the Minnehaha Park loop. That's Russ Olson with thumbs in pockets. The motorman is Ed Nelson, who collaborated with Russ on much of the research that went into Interurbans 14 and Electric Railways of Minnesota. At the St. Campus loop, Bob Schumacher (second from right) is part of an enthusiastic photo line.

4. The Board is the glue that holds the Museum together. Our divisions are different from each other, but our public face is that of a single and very impressive organization. Given that, it is the responsibility of the Board to focus its efforts on those areas that strengthen the Museum as a whole- such as the new telephone system that now gives the public access through a single number. Other examples are the collections policy approved last year, the new MTM internet page, and upcoming marketing efforts, fund raising, archives and curatorial standards, etc. Stay tuned.

5. Our diversity is our strength. Among our members are all the skills and experience we need to meet the future. We need mechanical and woodworking skills to restore and maintain our equipment. But we also need the management, marketing, fund raising, analytical, legal, accounting, writing, public relations, planning, etc. skills to move beyond operating equipment to interpreting transportation history to the public.

6. The Museum has only just started. I predict that in ten years MTM will develop as much as it has since it began. We are rapidly becoming one of the premier transportation museums in America. Thanks to last fall's ARM Convention, we are already recognized as a significant member of the museum community. But we need to keep improving the ways we interpret transportation history. Volunteers need

to know that they represent the Museum when they meet the public. We need to know our history and make it come alive for the public.

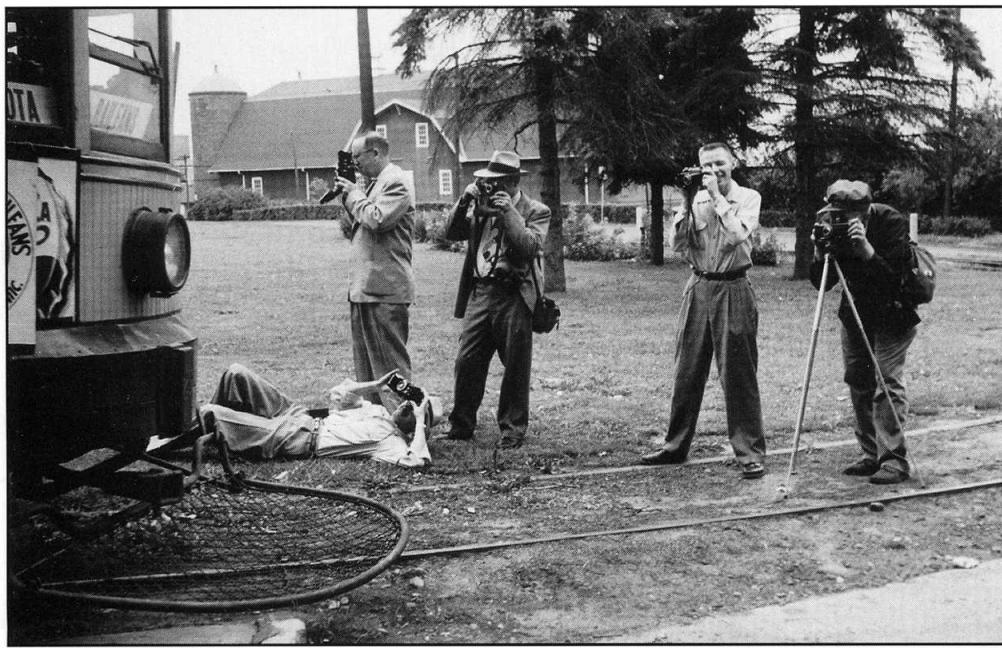
We have a wonderful year coming up.

On May 25th, the steamboat Minnehaha will take her maiden voyage with a celebration that will go down in the history of the Lake. It comes on the 90th anniversary of her first trip, after spending 50 years on the bottom of Lake Minnetonka. Everyone involved is to be congratulated for an incredible effort.

On June 16th, the beautifully restored depot in Osceola will be dedicated by the Osceola Historical Society and the Osceola & St. Croix Valley Ry. In addition, a tremendous effort has been taking place within the Railroad Division to prepare for the upcoming operating season.

On July 26-28th, the Como-Harriet Streetcar Line will celebrate its 25th anniversary. It was on August 19, 1971 that #1300, powered by a generator towed on a trailer, began operating over one block of track from the original carbarn to a simple gravel platform at 42nd Street. Since then the line has been extended to nearly a mile and #265, #78, and soon, #322 have joined the roster of streetcars and the Linden Hills Depot has been added as an interpretive center.

Finally, it is becoming apparent that the Jackson Street Roundhouse is really going to happen—that within a few years



we are going to have a roundhouse museum, repair and restoration facility that will join the first class historic sights of this region.

I welcome your thoughts and suggestions. Feel free to call me at 927-6960 or send e-mail to MMiller421@aol.com.

BOARD OF TRUSTEES

January 1996

-Elected the following officers: Chair **Mike Miller**, Vice Chair **Todd Rust**, Treasurer **Aaron Isaacs**, Secretary **Richard Fish**.

-Approved the following Appointed (voting) Trustees: **Louis Hoffman**, **Leo Meloche**, **Art Pew**, **Steve Stocker**.

-Approved the following Honorary (non-voting) Trustees: **Dennis Dorgan**, **Tom Kolar**, **Byron Olsen**, **John Walker**, **Bob Torkelson**.

-Approved the following Superintendents of MTM Divisions: Museum Services, **Aaron Isaacs**; Traction, **Louis Hoffman**; Steamboat, **Leo Meloche**; Railroad, **Todd Rust**; Jackson Street, **Art Pew**.

-Approved the reorganization of the Osceola & St. Croix Valley Ry. Board.

-Appointed **Todd Rust**, **Morten Jorgensen** and **Art Pew** as MTM representatives to the OSV Board.

-Amended the Bylaws to provide for appointment of the Election Committee by the Board.

-Appointed a committee to recommend bylaws revisions.

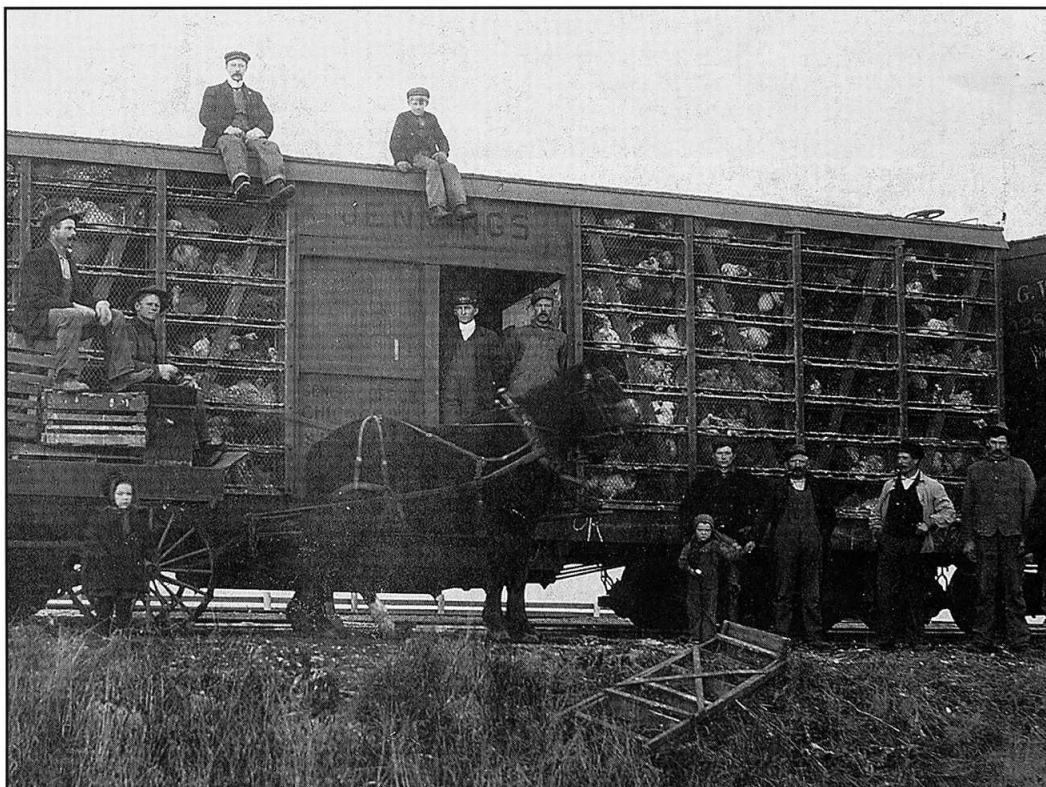
-Approved **Art Pew** securing a \$100,000 line of credit from Mellon Bank to cover Jackson Street development costs.

-Approved a regular meeting date for the Board, the third Tuesday of each month at 7 PM.

February 1996

- Approved the new phone system.
- Appointed the 1996 election committee of **Mike Miller**, **Nick Modders** and **Bob Torkelson**.
- Approved the OSV marketing plan.
- Approved the acquisition of the Jackson Street powerhouse.

The late George Sweeney was truly a link to another era. Shortly before his recent death, he loaned Mike Miller this photo of him taken in 1903. He's the little fellow holding an egg at right, in front of a chicken car in Coulter, IA.



OBITUARY

George S. Sweeney, the oldest surviving Milwaukee Road conductor, died January 1, 1996 at age 95. He was born on February 2, 1902, in the Soo Line depot at Tenney, MN, where his father was the telegrapher. In 1918, at the age of 16, George was hired by the Milwaukee Road. For the next 52 years he was a brakeman and conductor, most of that time on the Hastings and Dakota Division. He spent a number of those years as conductor on the Olympian and Twin City Hiawathas.

George could never get enough railroading. Even in his 90's he would work any excursion train he could find including the Hinkley Fire Train, excursions with the 261, and a trip to Osceola to spend the day on the A-11. He wrote stories and articles about his experiences (see page 13), and was renowned for his almost photographic memory of people and places from early in the century. He was well known at the South Minneapolis yard office of CP Rail, where he started his career. He would frequently drive over to spend a little time with the railroaders and trains.

George's greatest gift to posterity is the hours of tape on his life and career. As a final present, he donated his uniforms, conductor's "grip" and his papers to the Museum. Our thanks to George's nephew, **James Sweeney**, and his stepson, **Joseph Thorne**, for honoring George's wishes. It is hoped that one day, the Museum will have a display of "the conductor" in which these artifacts will have a permanent home.

TRACTION REPORT

- Louis Hoffman

More Annual Appeal donations

There was a year end flurry of donations to the Traction Division Annual Appeal. The totals for the 1995 Annual Appeal to date are \$6,130 from 105 members (see *Thank You for Your Generosity* on page 3). The Traction Division volunteers thank all of you who contributed so generously.

More words from the past

In the last Minnegazette, I quoted from a February 1954 Railroad Magazine article which lavished praise upon TCRT's Como-Harriet route, especially the now-preserved Glen Line. Words less appreciative of streetcars appeared in a September 1954 article in a publication called Greater Minneapolis. In an article entitled "Minneapolis Goes Off Its Trolley," the unidentified author lauded TCRT president **Fred Ossanna** and his management team for their five-year conversion of the TCRT system from streetcars to buses, touted as "modernization." What he didn't know was that while Ossanna and his cronies were "modernizing" the TCRT system, they were also lining their own pockets at the expense of the company, for which many of the group would eventually be jailed.

The article closes: "Children born here after 1955 will never know that there had even been a street car, trolley tracks, overhead wires or trolley poles. They will never hear the clang of trolley bells or the 'fog horn' blasts of street cars caught up in clogged traffic. They will see only the giant red and cream buses plying smoothly paved streets in a traffic stream seldom snarled. They will see a new mode of transportation on the face of the metropolitan community because the Ossanna management team of the Twin City Lines saw the need for a change and acted upon it courageously." Fortunately, the author was wrong about the disappearance of the streetcar. And he was laughably wrong about the big buses speeding along smooth, empty streets. So much for the "modernization" of the 1950s.

NRHS Board visits Lake Harriet

On Saturday, April 13, the Traction Division hosted the Board of Directors of the National Railway Historical Society, which was holding a meeting in St. Paul. The group visited a number of Twin Cities sites, including the James J. Hill House and the Twin City Model Railroad



It's the very end of the '95 season as #1300 passes under the William Berry Road bridge.
Aaron Isaacs photo.

Club at Bandanna Square in addition to the Como-Harriet Streetcar Line. There will be more details on the NRHS visit in the summer Minnegazette.

Engineering and Mechanical Department volunteer statistics

As usual, a small number of volunteers contributed the lion's share of the work. But the list is growing. We thank the new 1995 volunteers. We also encourage those of you who haven't taken the plunge into the rewarding world of streetcar cleaning, maintenance, restoration and track work to do so. Here are the figures: In 1995, 1,628 hours were contributed by 26 people, an average of 63 hours per person. These figures are incomplete since a number of volunteers who I've seen on the property didn't sign the volunteer log. These figures don't include work on the PCC at the Overhaul Base; only work at Linden Hills. So these figures are probably at least ten percent low. The leaders, with more than 50 hours each were: **Roy Harvey, 414, Karl Jones, 300, George Isaacs, 205, Russ Olson, 110, Mike Miller, 99, John Prestholdt, 81, Bill Graham, 57, and Michael Sciortino, 56.** Thanks to these eight exemplary volunteers, to the other 18 who made valuable contributions of time as well, and to those whose contributions are anonymous because they didn't sign in. Thanks to **John Prestholdt** for providing these statistics.

Engineering Department

When this Minnegazette reaches you, crews will have already started the continuing process of tightening angle bars and replacing defective, worn, and non-uniform hardware. We're also expecting a Railroad Specialties crew to replace two rails and install a number of gauge bars to maintain proper gauge pending tie replacement. There's also spraying herbicide and trimming brush ahead. Sound like fun? If you can help, please stop by the carbarn on any Saturday morning at about 8:00 or call **Scott Heiderich** at 645-3333.

We've received a significant donation to help with the work reported on in the last Minnegazette. **Dave Murphy** of **Bluebird Landscaping** in St. Paul has donated the use of his Bobcat to load the ballast car, saving the cost of renting a Bobcat. Thanks for the donation.

Mechanical Department

The winter of 1995-1996 was one of solid accomplishment at the carbarn. Much of our efforts focused in the trucks of #1300. One at a time, they were pulled out from under the car after which all moving parts and linkages were disassembled, cleaned, repaired, and reassembled. In addition, the commutators in the motors were cleaned, the brushes were replaced, and all wiring was checked for defects. Before being put back under the car, the trucks were painted, with lubrication

points painted in different colors so that color-coded charts can facilitate regular lubrication. In addition, the brake valves on #1300 were honed (lapped) to eliminate air leaks and the window covers in #265 were stripped, stained, and varnished.

All of this work has been done by growing numbers of volunteers, enough to fill the carbarn on most Wednesday evenings and to have at least a skeleton crew every Saturday morning. All of this doesn't mean that more help isn't needed. If you can volunteer, please stop by the carbarn on Wednesday evenings at 6:30 or on Saturday mornings at 8:30 or call **Mike Miller** at 927-6960 if you need more information.

Motor Bus Department

General Motors #1399 will make its usual appearance in the streets of Linden Hills during the Linden Hills Neighborhood Festival on May 18-19, shuttling from the depot to Upton Avenue on Saturday and Linden Hills Community Center on Sunday. For 50¢ (25¢ with a streetcar token), you can ride back in time to the 1950s. Come and see the newly found classic 1950's ads, such as the "Disaster Strikes Suddenly" poster seen in the last Minnegazette.

If you can't make it to Lake Harriet during Linden Hills weekend, #1399 will operate from the Minnehaha Depot during its annual open house on May 20 from 6:15 to 9:00 p.m.. The following weekend, on May 25, #1399 will help celebrate the Minnehaha's maiden voyage, shuttling guests from the Lafayette Club to Excelsior.

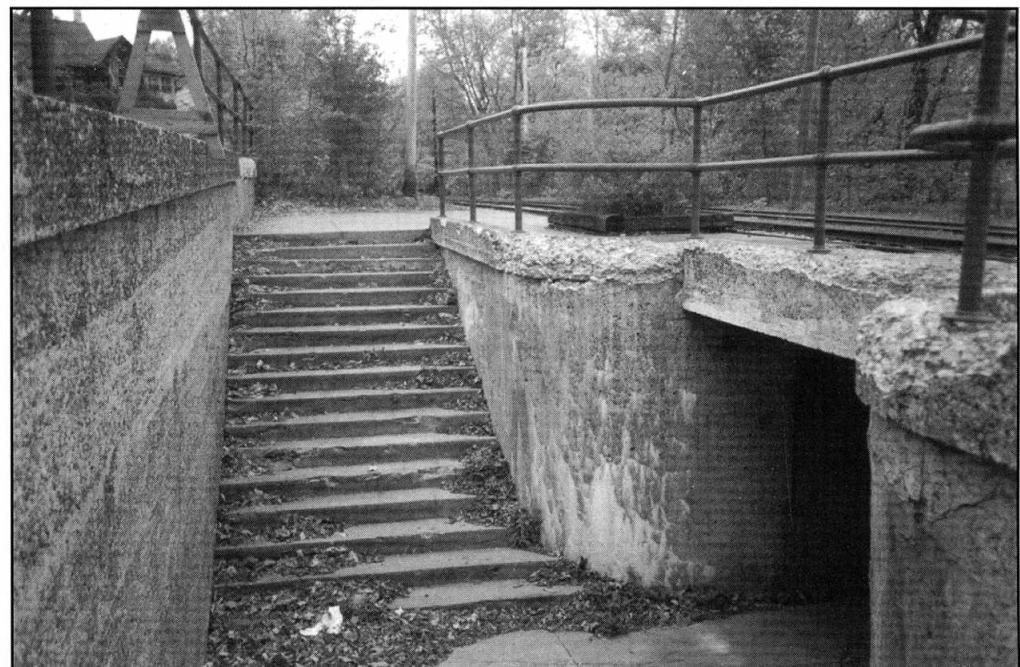
We'll also be serving the annual Linden Hills Arts Party in late July, connecting the depot with 43rd and Upton, the same weekend we'll be celebrating our 25th anniversary.

#1399 will also be available for the MTM picnic and for Osceola's Wheels and Wings Festival in September. Anyone with any other possible uses for our motor bus fleet should let us know.

Passenger Services Department

The Passenger Services Department is busy planning the festivities for our 25th anniversary celebration July 26-28th at Lake Harriet. Although the actual date is in August, we've moved the event up to coincide with the popular Linden Hills Art Party. Details will be coming. You won't want to miss this one.

The Department is also working on an advertising-supported program booklet which will be sold for a token amount in the depot and aboard the cars. The program will provide more information



Here's another look at the deteriorated pedestrian underpass. The concrete is badly spalled and the retaining wall has shifted. Aaron Isaacs photos.



about the line than the yellow brochure, including information about the important behind-the-scenes work done by volunteers. Because of the advertising from our very supportive local businesses, there will be no cost to the Museum to produce it - all sales will support the Traction Division's work. Thanks to **Michael Sciortino** for his work on these two projects.

Safety and Training Department

Motorman training for new candidates and recertification of returning foremen and operators will begin in late April as usual and continue through the start of daily service on May 24. The classroom and examination sessions will be on

April 18 and 23, followed by 19 training sessions for the new candidates and four recertification sessions. Training on #78 for second year motormen hasn't been scheduled. Refresher training will continue throughout the season for about one-fifth of the staff. We're expecting a class of up to 10 new motormen and that most of last year's staff will be returning. If you didn't sign up for motorman training but want to be involved in streetcar operations this summer, you can volunteer as a station agent at the Linden Hills Depot. Please call **John Kennedy** at 645-6065 to get on the station agent list. We need the most help on weekends, but anytime will do. Orientation will be provided.

Transportation Department

The Como-Harriet Streetcar Line will open its 25th anniversary season on Sunday, May 5. Streetcars will operate on Sundays from 12:30 p.m. until dusk in May. During the Linden Hills Neighborhood Festival, May 18 and 19, cars will run on Saturday and Sunday. There will be two car and motor bus operation during the first shift, 12:30 to 4:30 p.m., on both days. Daily service will begin on Friday, May 24, continuing until Labor Day, September 2. Service will then continue on weekends until September 29. Cars will operate from 6:30 p.m. until dusk on weeknights and 12:30 p.m. until dusk on weekends and holidays. October service will be suspended because of carbarn construction.

Minnehaha Depot

The Minnesota Historical Society continues making improvements to the depot. **Corbin Kidder** reports that the south platform brickwork has been completed and the two pairs of concrete steps have been removed and will be replaced before the start of the season. Plans are in the works to return the train order signal to working order, hopefully before the season opens as well.

The Minnehaha Depot's annual open house will be held from 6:15 to 9:00 p.m., rain or shine, on Monday, May 20th. In addition to beverages and snacks, there will be telegraphy demonstrations and bus rides along scenic Minnehaha and West River Parkways aboard former TCRT GM #1399. Please stop by and see the improvements that the Minnesota Historical Society has made to the depot, as well as the improvements the Park Board has made in surrounding Minnehaha Park.

The depot will be open on Sundays and holidays from May 26 to Labor Day, September 2. If you can volunteer to help staff the depot, please call Corbin at 227-5171. You can also help if you have a good photograph of the depot suitable for postcard use. It doesn't need to be recent, and can be from the depot's active years as a Milwaukee Road depot. The only requirement is that the shutters be off and that it be a good quality photograph. If you can help, send your submission to Minnehaha Depot Postcard, MTM, P.O. Box 17240, Nokomis Station, Mpls., Minnesota 55417-0240. You will be credited, of course, and all original submissions will be returned.

RAILROAD REPORT

-Norman Kerr

The '96 season

Passenger operations will resume on the first Thursday of May with charter operations aimed at school children. The regular weekend and holiday service begins May 25th.

The schedule will be somewhat different this year, because of lessons learned in previous years. Last year steam operated every weekend in July and September. During those two months, the steam train shuttled between Osceola and Dresser, and a separate diesel train ran Osceola-Marine all day. It was an expensive operation in terms of cost, crew time and wear on equipment.

This year the plan is to run a single train all year, except for some special occasions. Steam will run the first and third weekends each month June through September. That said, it is not clear if the Marine trips will be headed by steam. Power may be changed at Osceola. October will be all diesel.

During all of September and the first two weekends in October, a third Marine trip will run in place of the last Dresser at 3:45 PM. This is by popular demand, and formalizes what was done last year informally. The last day of scheduled service will be Sunday October 27th. Because of encroaching darkness, the last Dresser trip will be annulled that day.

In addition, the Railway has planned a number of special trains and operations. The list is still somewhat tentative, so call 228-0263 to confirm as the dates approach.



Railroading looks a little different from atop #328's coal pile. These photos were taken by Benn Coifman aboard the ARM Convention special.





Sat. May 25th:

The Minnehaha Maiden Voyage Special with steam. As this is written, permission has not yet been received from Burlington Northern to do anything. The hope is to board at the Wayzata Depot, and shuttle from there to the Lafayette Club via Dakota Rail.

Sat. June 8th:

Amery Special. Leave Osceola 5:00 PM with the regular diesel consist. Return later in the evening.

Sun. June 16th:

Osceola Depot Grand Opening. The program for the day is not set yet, but expect something special.

Thurs. July 4th:

Regular holiday service, followed by the annual Fireworks Train to Amery, tentatively leaving at 7:15 PM.

Friday July 5th:

Regular service as an experiment to see if the four-day weekend brings riders.

Sat. Aug. 17th:

Possible Low Bridge-High Bridge Special to the community celebration in New Richmond, WI. This one is still in the planning stage. More in the next Minnegazette.

Some fare changes

Fares will go up again this year. The Osceola Historical Society will get an additional 25 cents per ticket, now that the depot is opening. That, combined with making the sales tax "invisible" again, pushes fare up one dollar.

	Marine	Dresser
Adult (16-64)	\$11.00	\$8.00
Child (5-15)	\$7.00	\$4.00
Senior	\$10.00	\$7.00
School charter	\$5.00	\$3.00

At this writing, charter and group fares were still being discussed, as well as who would book the charters.

Marketing

Pat Kytola and **Art Nettis** are heading this season's marketing committee. Much of our success depends on their activities. Their budget is very limited, but they welcome ideas from all members.

One inexpensive way to spread the news about our operations is for members to send items to their local newspapers. Enclosed with this Minnegazette is a flyer for just that purpose. Members are also encouraged to make copies and post them at work or anywhere else that might get attention.

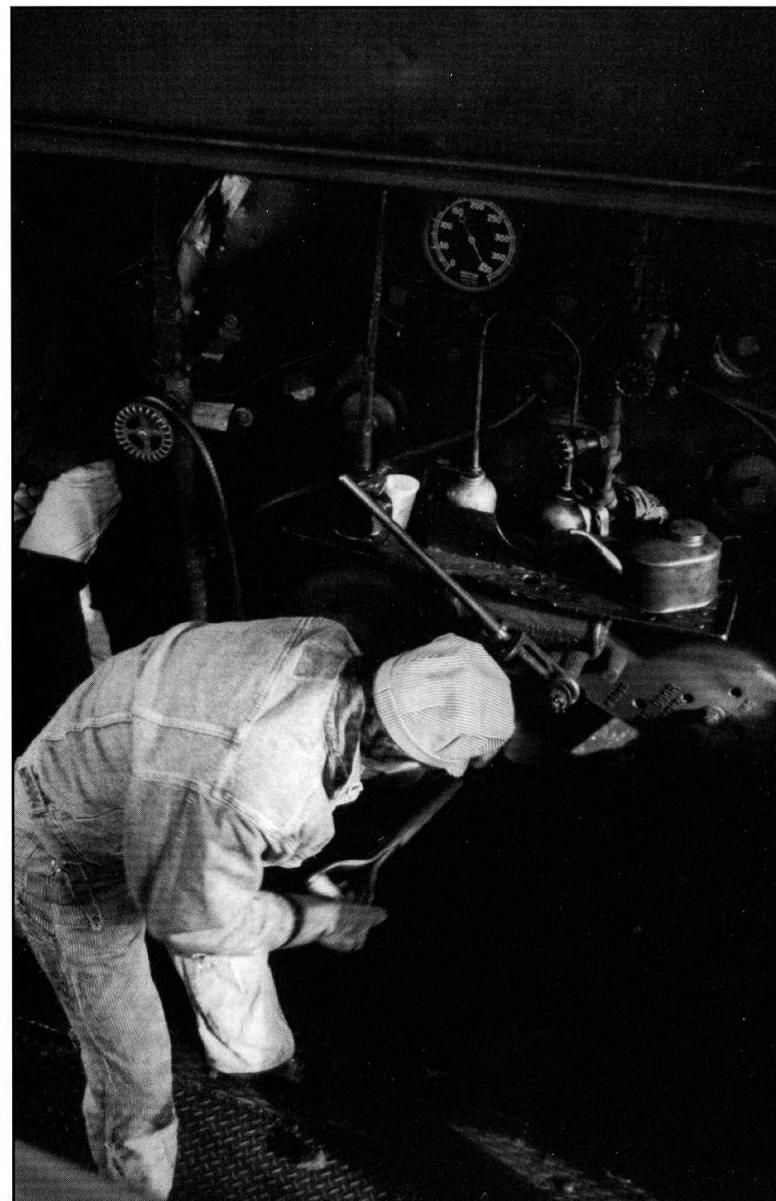
The Osceola Depot

The newly restored depot, owned and operated by the Osceola Historical Society, will be available for use by the Railway beginning this May. The formal dedication is planned for the weekend of June 15th.

Once the old ticket booth is no longer needed, it will be moved across the tracks where it will be used as a Yard Office. Finally we will have a place to store supplies, change clothes, etc. It will also house a phone and fax for use on charter days when the depot is not open.

Coach Attendants and Ticket Sellers needed

The O&StCV is soliciting people to work as Coach Attendants and Ticket Sellers (Attendants are volunteers, while Ticket Sellers are often paid). The more who volunteer, the easier it is to staff the trains. Our goal is to have an Attendant on every car, which usually means about four each day. Contact **Pat Kytola** at (715) 294-3530 to sign up.



Equipment update

-Dick Fish

As you read this it's April, the home stretch before the operating season begins. Just like every April, we're racing to finish up the equipment so it can go out to Osceola-- and this year to Wayzata for the Minnehaha maiden voyage. So please come down to Jackson Street on a Thursday evening or Saturday morning.

Here is the status of equipment projects:

#1102: All the doors and windows have been replaced, repaired or painted. Thanks to **Dick Heine**, who did much of the work and donated the needed lumber, and to **Dave Ahlgren**.

#2232: The clerestory windows have been removed and are being refurbished. **Paul Dalleska** has built a new stepwell and stairs to replace a rusted unit. Plans call for painting the ceiling and upper inside part of clerestory, as well as the roof. The car has tended to overheat on a warm summer day, so there are plans to install four roof ventilators.

#1213 needs to be jacked up to receive some brake work. Exterior painting is complete and application of lettering and striping is waiting for warm weather. **Paul Dalleska** has improved the toilet's performance by building a separate air reservoir to ensure adequate pressure for the caboose style toilets that were installed by the GN. They're air flush instead of water flush. Compressed air circulates the disinfectant solution. Also the A/C compressor has been rebuilt.

#1096 and #1097 have been at Dresser all winter. **Bill Pfannes** of Dresser, who runs **B&B Heating & Air-conditioning**, has kept the batteries charged. He has been donating his labor on the A/C. Roof paint applied recently on #1097 has been peeling and will need to be reapplied. There will be selective replacement of cracked and fogged windows with FRA approved glazing.

The diesels are generally in good shape. As an experiment, flange lubricators will be installed on #105 to reduce wheel wear.

#328 is getting new pins and bushings in the brake rigging. The eccentric for the valve gear on one side was rebuilt last year and the other side will be done this year. The FRA boiler permit is good through September.

#A-11 was stored inside at Shoreham for the winter. The wheel and axle set arrived over the winter and have been installed by the Soo Line. It is not clear whether the car will run this summer.

Following the lead of the PCC project, the Railroad Division is doing more preplanning of work sessions.

There have been times in the past when we haven't been able to efficiently use unexpected volunteers. **Dick Heine** is taking on the new position of Maintenance Coordinator, responsible for breaking big jobs into small jobs and matching people to them.

Depot furnishing progresses

-Bill Marshall

Since the appeal for furnishings was published in the Fall Minnegazette, quite a few items have appeared, including:

- A pad of Western Union telegraph send forms.
- A pad of 1949 Western Union telegraph blanks.
- A Soo Line Minnesota Division employee timetable.
- Soo Line passenger timetables from 1923 (courtesy of **Louis Hoffman**), 1948, 1955, 1956, 1958, 1959 and 1962.
- A Prince Albert tobacco can to be used as a telegraph sounder amplifier.
- A packet of four Soo Line matchbooks.
- A 1947 Rice Lake Co-op Service calendar.
- Two GN passenger timetables from 1945.
- A 1945 listing of GN sleeping car fares.
- An NP condensed passenger timetable from 1945.
- A Western Electric "scissors phone", including expandable pantograph and desk mount.
- A Western Electric hand crank magneto generator for bell ringer.
- Sufficient telegraph equipment to equip the depot properly.
- A box with three compartments labeled WESTERN UNION TELEGRAPH AND CABLE BLANKS.
- Two pads of Soo Line form "19" train order blanks.
- A 1929 map of Canadian Pacific mountain resorts.

All these items are owned by MTM and on loan to the Osceola Historical Society.

A major breakthrough is a loan of original Soo Line depot furnishings by the Welton family, **Jim Welton** and his son Rick are 3rd and 4th generation Soo employees. Their collection has been on loan to the former Omaha Road depot in Spooner, WI. Although details have not been finalized, they have decided to move it to Osceola, so it can be housed in a Soo Line depot. Included in the collection are captain's chairs, tariff cases, metal Soo Line and Railway Express Agency signs, order hoops, roll top ticket cases, Soo Line Safety Awards, a penny gum machine, and other smaller items.

If you wish to donate an item to the Osceola Historical Society, call **Steve Stocker** at (715) 294-3424. If you have an MTM item and wish to loan it to OHS, call either **Bill Marshall** at 729-4940 or **Bob Branchaud** at 459-1507. They will document the transaction.

NEW MTM PHONE SYSTEM—AND WEB SITE

-John Walker

For years, members of the public who called MTM at its 228-0263 number got an answering machine with a long message describing the museum and its operating sites. **Nick Modders** has updated the messages for years now and **Tony Becker** has responded to callers who left their names. There has also been an answering machine for the Member Information Line, 228-9412. Both machines sit in the Jackson Street Roundhouse office, with 9412 doubling as the Railroad Division volunteer phone on work session days.

Having formerly worked for the phone company, I've been interested in upgrading and modernizing MTM's systems. At its January 1996 meeting, the Board of Trustees authorized me to head an interdivisional committee to explore a common voice mail system. The committee members were **Wanda Sims**, **Steve Stocker**, **Mort Jorgensen**, **Michael Sciortino** and **Bob Torkelson**. We met twice and agreed that the system should do the following:

- Provide an efficient, practical way to answer the public's calls, both local and long distance, and provide information and answers about each division's activities, and minimize misdirected and improper responses to calls.
 - Present a uniform single presence for the Museum, yet provide benefits for each division.
 - Provide information 24 hours a day, seven days a week and be accessed remotely by division representatives.
 - Provide a mechanism for travel arrangers and others to make reservations and book charters.
- Six vendors were solicited. We chose Vicom of Eden Prairie, a well established firm in the field. Working with them, we designed a system with seven mailboxes, plus the following services:
- Nationwide 800 service, billed in six second increments, at extremely competitive rates.
 - Local seven digit access.
 - Unlimited message capability-- no full mailboxes.

-Ability for mailbox administrator to transfer mis-directed messages from one box to another.

-Directory and directory assistance for the 800 number.

At its February meeting, the Board approved the phone package. 228-0263 will remain the local number. Folks from out of town can call (800) 711-2591. Regardless which is called, the mailboxes work the same.

The mailbox administrators are:

Jackson Street-Wanda Sims

O&StCV-Steve Stocker

Railroad Division-**Mort Jorgensen**

Como-Harriet Line-**Michael Sciortino**

Steamboat-**Bob Torkelson**

Other Museum business-**Aaron Isaacs**
Call them if you have questions or comments about mailbox content.

Visit MTM's home page on the Web

Noel Petit has established an MTM home page on the World Wide Web. It can be accessed by Internet users anywhere in the world. The server for our home page is on Augsburg College's computer system at: <http://www.augsburg.edu/mtm/mtm.html>

Noel would be happy to have submissions added to the home page. You can contact him at petit@augustana.edu.

MORE COMMENTS ON THE ARM CONVENTION

- Louis Hoffman

We continue to hear positive comments about last September's ARM convention in the magazines and newsletters of the museums which sent representatives. The headline of the Fall 1995 Report To You, ARM's quarterly newsletter, was "The Best Yet - The 1995 ARM Annual Convention." In the same issue, ARM President **Scott Becker** wrote, "The Minnesota Transportation Museum is to be commended for their fine hospitality in St. Paul. The wide range of activities that MTM offers as a single organization is very impressive." This from the Radial Report, the newsletter of the Ontario Electric Railway Historical Association (OERHA operates the Halton County Radial Railway near Toronto and hosted the memorable 1994 convention; see the Winter 1995 Minnegazette): "[t]he Minnesota Transportation Museum is to be congratulated for a splendid convention. It had the right mix of seminars, socializing, and excursions. Something for everyone. The Seminars

that our OERHA people attended were well done and we returned home with lots of useful knowledge. There were trolley rides, steam trip, diesel trip, roundhouse visit, small station visit and opportunities for general sightseeing. We had a grand time."

STEAMBOAT REPORT

-Bill Graham

Down the home stretch

It has been a winter of fixing and finishing. Last Fall, Minnehaha ran her sea trials with unvarnished woodwork, no seats, loose deck planks, temporary running lamps, and a long list of unfinished details that belied the handsome appearance of her exterior. MTM'ers have invested several thousand more person hours taking care of details, and the results are impressive.

Stan Straley and **Dave Irey** fastened the deck planks permanently in place to prepare for installation of the seating. **Fraser Morse**, **Doug Hultgren** and **Ed Waldroff** finished building and painting the seat frames and cushions. In the meantime, **Brad Robinson**, **Jackie Robertson**, **Gordy Pederson**, **Dave Cochran**, **Scott Nelson**, **Tim Reichel** and **Bill Graham** spent about 700 additional hours applying more coats of paint and varnish to the interior woodwork and window sash. Stair treads made of TCRT-style perforated steel were

applied to the entry and upper deck stairways, set off by polished brass kick plates on the face of the stair risers. Combined with **Cliff Brandhorst's** carpentry and **Brad Robinson's** finishing, the effect is quite stunning.

An antique raised panel door with antique ceramic knobs has been fitted to the wash room, now replete with white hexagonal tile installed by **Perry Wolf**. **Ross McGlasson** built and installed a step box for access to the forward deck, a storage cabinet for the wash room, and three elegant wooden floor grills. Two of these are access hatches in the foreward and aft cabin floors, while the third carries heavy foot traffic at the top of the upper deck stairway.

Jim Oglend continues to install and fine-tune the electronic navigation aides, including an indicator to tell the pilot how many revolutions the propeller is making. She may look like a 1906 express boat, but she'll mount an array of 1996 electronics that TCRT's mechanical department would find magical. **Jim Hewitt** and **Leo Eiden** have installed a larger engine lubricator. **Bruce Tuttle** continues to work on hi-tech electrical controls. **Wally Larson** and his crew have installed hand railings around the engine and boiler pit as well as modifications to the upper deck railing that will allow Minnehaha to pass under low bridges.



Bruce Tuttle (L) and Stan Straley with the engine, recently painted red and light gray.
Aaron Isaacs photo.

Solving a small mystery

In a Wednesday night conversation among boat building regulars, the question arose whether the original boat had carried hand railings around the side doorways. A look at the only known photo of the cabin interior showed no railings inside, suggesting that boarding and alighting passengers had to be agile and alert. However, another look at the blown-up photo of the two boats at Excelsior Docks showed exterior hand railings at either side of the entry doors. No one had noticed these railings in five years of studying that photo while the new Minnehaha took form.

Of course, the boats had been built at TCRT's Nicollet Shops, and standard streetcar hardware was used extensively. If the hand railings on the boats were standard TCRT items, then the same railings should be visible on the streetcars of that era. A quick look through **Russ Olson's** book, *Electric Railways of Minnesota*, showed the very railing mounted on either side of the motorman's cab doorway of TCRT streetcars as they originally were configured. The railings had been removed as the cars received new front entry doors during the 1920's and 1930's.

Then it was recalled that MTM owns a set of these railings, received some years ago from the Hennepin County Historical Society when they were clearing out their basement. We mounted these railings at the entries to DSR Car No. 78, now safely tucked away in the Lake Harriet carbarn. With blessings from **Louis Hoffman** and **Mike Miller**, one of these railings was removed from Car 78 and hauled out to the boat building where it was tacked to the side of Minnehaha about where the old photo showed that it should be. The proportions of the railing on the Minnehaha and in the old photo were identical.

Ten replicas of the original hand railing were ordered from American Brass Foundry in Osceola, WI. Eight will be mounted on Minnehaha, both inside and outside the entry doors for passenger safety. The other two railings will be saved for TCRT Car 1239 which will be rebuilt with its original motorman's door.

What's up, Dock?

MTM's very own dock at Excelsior was completed by the Minnetonka Portable Dredge Company before the ice melted. The decision was made to extend the original 100-foot dock an

additional 60 feet, because other nearby docks would have interfered with Minnehaha's docking maneuver. Minnehaha's other two scheduled landings, the municipal docks at Water Street, Excelsior, and at Wayzata's Great Northern Depot will be fully finished by May 25, the date of Minnehaha's maiden voyage.

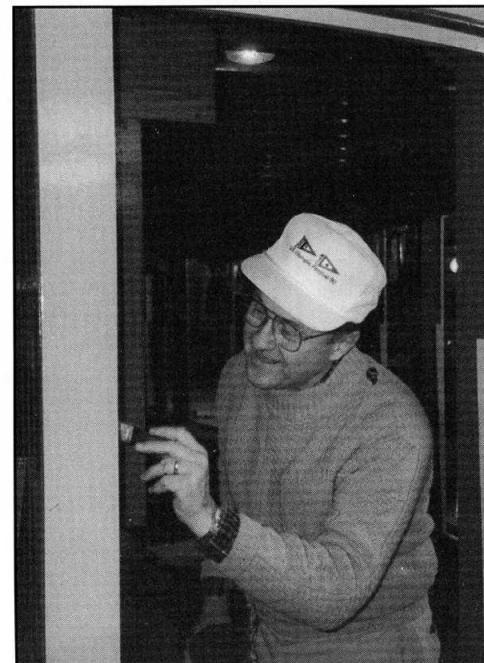
A tentative launch date of April 15 will allow five weeks for further crew training and test operation before Minnehaha enters regular service. This means that the boat building will see frenzied activity most days and nights during March and April. All MTM'ers are invited to stop by the building and the dock located just east of the Excelsior Park Restaurant, Excelsior. As the sign near the door states, it's just a few more weeks until show time.

The Maiden Voyage

-Leo Meloche

Minnehaha's maiden voyage on Saturday May 25th will be an event to remember. The all-day celebration begins at 9:15 AM with the John Phillip Sousa Band playing off the Excelsior Dock aboard the Lady of the Lake. Ceremonies begin at 10:00 AM with the commemoration, commencement, re-dedication and re-christening. Boarding is at 10:40 for departure to Wayzata at 11:00. The Sheriff's Department has been asked to provide two patrol boats, as well as two fire boats shooting plumes of water in the air. The Lady of the Lake and at least three Blue Water type boats will accompany the Minnehaha, along with perhaps 40 antique and classic boats and at least that number of private boats. The flotilla will move along the south shore

**Brad Robinson finishes window woodwork.
Aaron Isaacs photo.**



of lower Lake Minnetonka to Wayzata. As this is written, MTM tents have been requested at both Excelsior Commons and at the Wayzata Depot.

Wayzata dignitaries will offer a salute to the day and the future. The Minnehaha will re-board and depart for the Lafayette Club at 1:00 PM. The Lady of the Lake will break off from the flotilla at the Arcola Bridge and return to Excelsior. Other boats will proceed under the Arcola Bridge to the Lafayette Club.

Our plans are to construct two 48-foot docks directly in front of the Lafayette Club for the day. These will be used to provide short afternoon tours aboard the Minnehaha and the antique and classic boats. An antique boat fly-by is planned and also a horn salute. Antique cars will be on display, providing rides and a parade on the clubs circular drive.

Lawn games and an ice cream social are planned. Food service for the public will be provided by the Lafayette Club. Tethered hot air balloon rides may also be available, depending on the weather.

The Barbary Coast Banjo Band will welcome people to the club and play during the afternoon. Buses will shuttle between the Lafayette Club and both Wayzata and Excelsior. MTM's GMC bus #1399 will participate in the shuttles.

Locomotive #328 and a short train will shuttle between the club and Wayzata. There will be a rare opportunity for a train and boat photo at the Arcola Bridge and perhaps the Wayzata Depot.

The Fifth Annual Minnehaha Lafayette Club Fund Raiser Dinner and festivities will be held from 6:00 to 10:00 PM.

They'll be talking about this for years to come, so please join us and celebrate the Minnehaha's return.

Regular service begins

The Minnehaha will provide regular scheduled service between Excelsior and Wayzata on Fridays, Saturdays and Sundays, May 26th through Sunday September 15th. The boat's capacity is 100. Tickets will be pre-sold. Service may vary if the city docks are not completed in time. Service may be canceled due to inclement weather.

Fares will be: (State tax included)

	One way	Round Trip
Adults	\$5.00	\$8.00
Seniors	\$4.00	\$7.00
Children 6-15	\$3.00	\$5.00
Children under 6	free	free
Steamboat volunteers	ride free	
MTM members	pay \$5.00	for a round trip.



The pilings are in for the new MTM dock. At left is the Excelsior Park Restaurant dock where Minnehaha was based last fall. The municipal dock at the foot of Water Street is at upper left. Aaron Isaacs photo.

Minnehaha- 1st State Bank Dock		Excelsior City Dock		Wayzata Depot Dock	
Arrive	Leave	Arrive	Leave	Arrive	Leave
11:45AM	9:00AM	9:15 AM	9:30AM	10:30AM	10:45AM
2:45 PM	12:00PM	12:15PM	12:30PM	1:30PM	1:45PM
5:45 PM	3:00 PM	3:15 PM	3:30 PM	4:30 PM	4:45 PM
8:45 PM	6:00 PM	6:15 PM	6:30 PM	7:30 PM	7:45 PM

#0674 HIGH SPEED CABOOSE

-George S. Sweeney

The Fall 1995 Minnegazette profiled 95-year old retired Milwaukee Road conductor George S. Sweeney. He died on January 1st (see obituary in this issue). His family donated his railroad papers and effects to the Museum. Sweeney had written down a number of his experiences.

During the war between the United States and Japan, our railroads- especially the coast to coast lines- transported a large number of troop movements. These trains normally consisted of between 12 to 15 cars- all Pullman sleepers except two express cars, one of which served as the mess kitchen with the other car being used to haul supplies.

As a freight pool conductor with the Milwaukee Road between Minneapolis and Montevideo, MN, it was common practice to use freight pool crews with each conductor's regular assigned caboose carried on the rear. On frequent occasions our crew was called for the 133 mile run with my assigned caboose #0674 placed on the rear and restricted to the maximum allowable speed of 55 mph, instead of the 79 mph which applied without a caboose.

It was my good fortune to have as a close friend the foreman of the coach yard shops. When I visited him in his office I inquired whether he could possibly replace the freight trucks on #0674 with passenger trucks, thus qualifying the train for the higher 79 mph speed. With a twinkle in his eyes, he commented, "Well, that's an unusual request, but I'll think about it and let you know."

I received a call from him the very next day telling me he had asked the General Yardmaster to deliver caboose #0674 to the shop. While it was necessary to use an old beat up car for another trip, what a joy it became to ride 0674... smooth as a coach at any speed! It was decided between my friend and myself, in our best interests, that we should keep the truck change a secret except from the rear brakeman, who had to be informed of the plot.

After several routine trips, we were called for a troop train scheduled to leave at 10:30 PM. We had orders to run as second #5, and the switch crew coupled #0674 on the rear as we prepared to leave. When I delivered the orders to the engineer, he was told we could run at 79 mph with nothing being said about a caboose as we assumed in all likelihood he'd think there was none. Just prior to our departure, the operator was told to advise the dispatcher at Montevideo we were qualified to run as a passenger train.

Then, as we passed an interlocking plant 20 minutes later, a message was tossed off to the operator to the effect that a caboose would be required with the crew change. I'm sure he wondered "What's going on?" The timing was just right; his mind was occupied in moving many other trains and by the time we arrived and tied up, he would have been relieved at the end of his "trick".

Sure enough, as expected, I was summoned the next morning to appear at the trainmaster's office. There I was told that our crew was being charged with a speed violation as the engineer contended he had instructions to run at passenger speed. In my best interests, it now became important to provide an acceptable reason for my actions. My reply was to the effect that I had discovered caboose #0674 did have passenger trucks and most likely had been used in silk train service between Seattle and Chicago. While the trainmaster seemed to accept that, he was very critical relative to the method used, especially when such an important matter was involved.

Years later, when I became conductor on the famous Olympian Hiawatha, I had many fond memories of #0674, a Home Away from Home, and often wondered if it was junked, or became a Camp David retreat, or a lake home, or even worse, some farmer's chicken coop.

BOATING BY THE BOOK

What follows is most of the text from the Feb. 1, 1910 edition of the Twin City Rapid Transit Steamboat Division rulebook, provided by Russ Olson. Some generic text shared with the trainman's rule book has been edited out, as well as a long section that quotes state navigation law.

General rules for boatmen

Uniforms

Employees must wear the prescribed uniform, and will not remove any portion of it while on duty; the same must be kept in a neat and tidy condition. Clean linen must be worn by pilots and pursers at all times and shoes kept shined. The cap must be worn at all times while on duty, placed squarely on the head to give the appearance of uniform its best effect.

Personal Appearance

Boatmen will not be permitted to take their boat out unless presenting a NEAT appearance. If a beard or mustache is not worn, boatmen must keep themselves CLEAN SHAVEN.



Nels O. Thuftedal piloted express boats from 1920 to 1927. Donald Thuftedal collection.

Titles

Pilots, Purasers and Engineers, while operating boats, will address one another by their respective titles.

Pilot in Authority

The pilot is in charge of the boat and crew will follow his instructions in the safe operation of same.

Layover

Boatmen must remain on their boats while laying over at the end of their routes.

Drinking

Boatmen while on duty are required absolutely to ABSTAIN FROM THE USE OF ALL INTOXICATING DRINKS, FROM VISITING SALOONS, OR PLACES WHERE INTOXICATING LIQUORS ARE SOLD OR DISPENSED, OR WHERE GAMBLING IS PERMITTED; ALSO FROM SMOKING OR CHEWING TOBACCO WHILE ON THE BOATS.

Saloons

BOATMEN WITH BADGE AND UNIFORM ON ARE FORBIDDEN TO ENTER SALOONS.

Attitude on Boat

Assuming any lounging attitude on the boat while the same is in motion will not be permitted.

Answer Proper Questions

Answer all questions which may be reasonably asked to the best of your ability and take particular pains to familiarize yourself in regard to the different routes of the Company's boats and the various points of interest.

U. S. Mail

Under no conditions will boatmen accept and carry on their person a letter or any mail matter with government postage stamp affixed.

Reporting for Duty

Boatmen will report for duty and be recognized by Dispatcher or person in charge at least 15 minutes before boat is due to pull out. In case of disability they will send someone or telephone to explain their absence, such message to be delivered at least thirty minutes before boat time.

Extra Crews

Extra crews must report for duty at least 15 minutes before first boat is due out each morning, unless they are otherwise assigned.

Night Crews

Night crews must not leave until extra crew is on duty to protect runs in case of failure of anyone to report.

Reliefs

After relief each employee must get his assignment for the next morning's run and sign board showing the same is understood.

Schedule Time

Boats must run on schedule time, and make only such stops as are shown in the schedule. Under no circumstances will boat be operated faster than schedule, except upon an order from the proper authority.

Who Carried on Boats

No passenger shall be carried on any boat other than those engaged in regular passenger service or under charter.

Pilot Only to Operate Boat

No person except pilot in charge, will be permitted to operate a boat.

Stops

Stops will not be made to pick up or let off passengers at other than regular stopping places unless the person requiring such stop presents a permit properly signed, which authorizes such stop. The exception to the above

is in the case of special instructions from Dispatcher. Boats behind time will go though to the END OF THE ROUTE unless otherwise instructed by the proper authority.

Disturbance

Drinking or carousing will not be permitted on any boat. No profane or improper language will be allowed on boats or docks either by passengers or employees.

Correct time

Before leaving on their run in morning boatmen will obtain correct time from Dispatcher and it will be Purser's duty to see that Engineer's clock is correct.

Packages

Employees must not take charge of or become responsible for baskets, packages or other articles of any kind which a passenger may bring on the boat and must not allow the inside of the boat to become blocked with the same. Any article which cannot be carried in lap or under the seat, except musical instruments, will not be allowed in the boat.

Animals on Boats

Dogs or other animals will not be permitted on the boats.

Signaling

Calling, whistling, or signaling in any manner to attract of people on shore, docks or passing boats is strictly forbidden.

Smoking

Passengers will be permitted to smoke in any part of the ferry boats; also in express steamers excepting the crosswise seats forward of the boiler.

Advertisements

Handbills, dodgers or any other advertisements (unless by order of proper authority) must not be allowed to be distributed in or upon the boats.

Soliciting

Newsboys, beggars, peddlers or other solicitors will not be permitted to beg or offer for sale any article on the boats.

Badges, etc., Company Property

Badges should fastened on caps with staples, punches secured by means of chain or cord and register by straps. There can be no excuse for boatmen losing any of these articles and no excuse will be accepted if such property of the company is lost.

Free Riders

The Captain of the Fleet and the Chief Engineer when in uniform and during the performance of their duties in and around the boats are free riders.

Special instructions to Pilots

Responsibility

The Pilot is responsible for the operation and safety of the boat.

Signals

He alone may give signals to the engineers and before starting will receive signal from purser that all is clear.

Safety

Safety of passengers is the first consideration and the next important is the safety of the crew. Refuse to move the boat while passengers are occupying dangerous positions.

Stops

Pilot must run boat within 100 feet of dock as scheduled even though there are no passengers in sight.

Train Connections

Where there are connections with electric trains at terminals, it is important that the boat arrives before the train. If schedule is too fast to permit this, call attention to the matter and it will be corrected.

Whistling

No whistling will be permitted except to comply with navigation rules.

Pilots will not use whistle while at or near the (Big) Island docks.

Boats in Distress

Whenever any boat is in distress proper assistance should be immediately rendered. NO EXCUSE WILL BE ACCEPTED FOR ANY FAILURE TO COMPLY WITH THIS RULE.

Lights

The Pilot will see that the proper lights are displayed on his boat at all times as required by the navigation rules.

Bell signals

Bell Signals from Pilot to Engineer will be as follows:

When stationary	1 Go ahead
When stationary	2 Go back
When running ahead	3 Slow
When running ahead	4 Fast
When running ahead	1 Stop
When running back	3 Slow
When running back	4 Fast
When running back	1 Stop
When running back	2 (with pause between) Reverse, stop and go ahead.

Whistle Signals

Whistle signals will be used as follows:
1 Short Blast. Signal to pass on port side of approaching vessel.

2 Short Blasts. Signal to pass on starboard side of approaching vessel.

1 Long Blast. To be used as warning signal of approach where other boats cannot be seen for distance of half a mile in coming to channels, short bends or curves.

1 Short Blast. Given when vessel in rear desires to pass a vessel ahead on starboard side of such vessel ahead.

2 Short Blasts. Given when vessel in rear desires to on port side of vessel ahead.

When steam vessels are approaching each other, and either vessel fails to understand a course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle.

Landings

Pilot and Engineer are responsible for checking speed of boat at dock to make landing and must not depend on purser to use line in stopping at dock, by snubbing boat with line.

Under no circumstances will boats coming into Excelsior or Island docks strike slip head on. Pilots will give bell in ample time to stop engines and to reverse if necessary, and engineer will act promptly on such bell signals.

Storms

Pilots will use best judgment and always adopt safe course on approach of storm, and during severe storms pilots will tie up at safe dock and under no circumstances will take chances endangering the safety of passengers and boat. Schedules will not be considered in cases of this kind.

Conversation

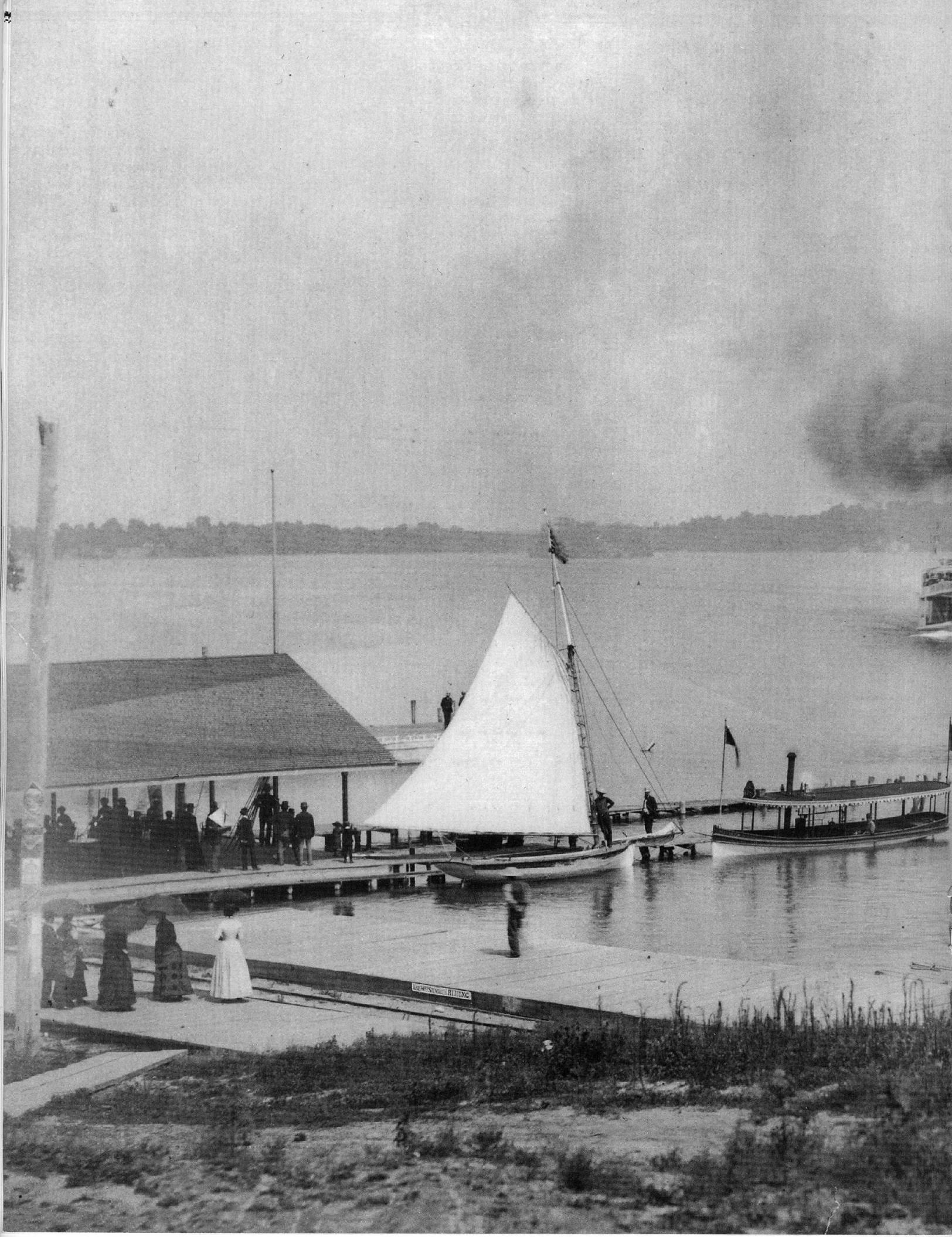
Pilot will politely discourage any attempts of passengers to converse with them as there is no occasion for this same.

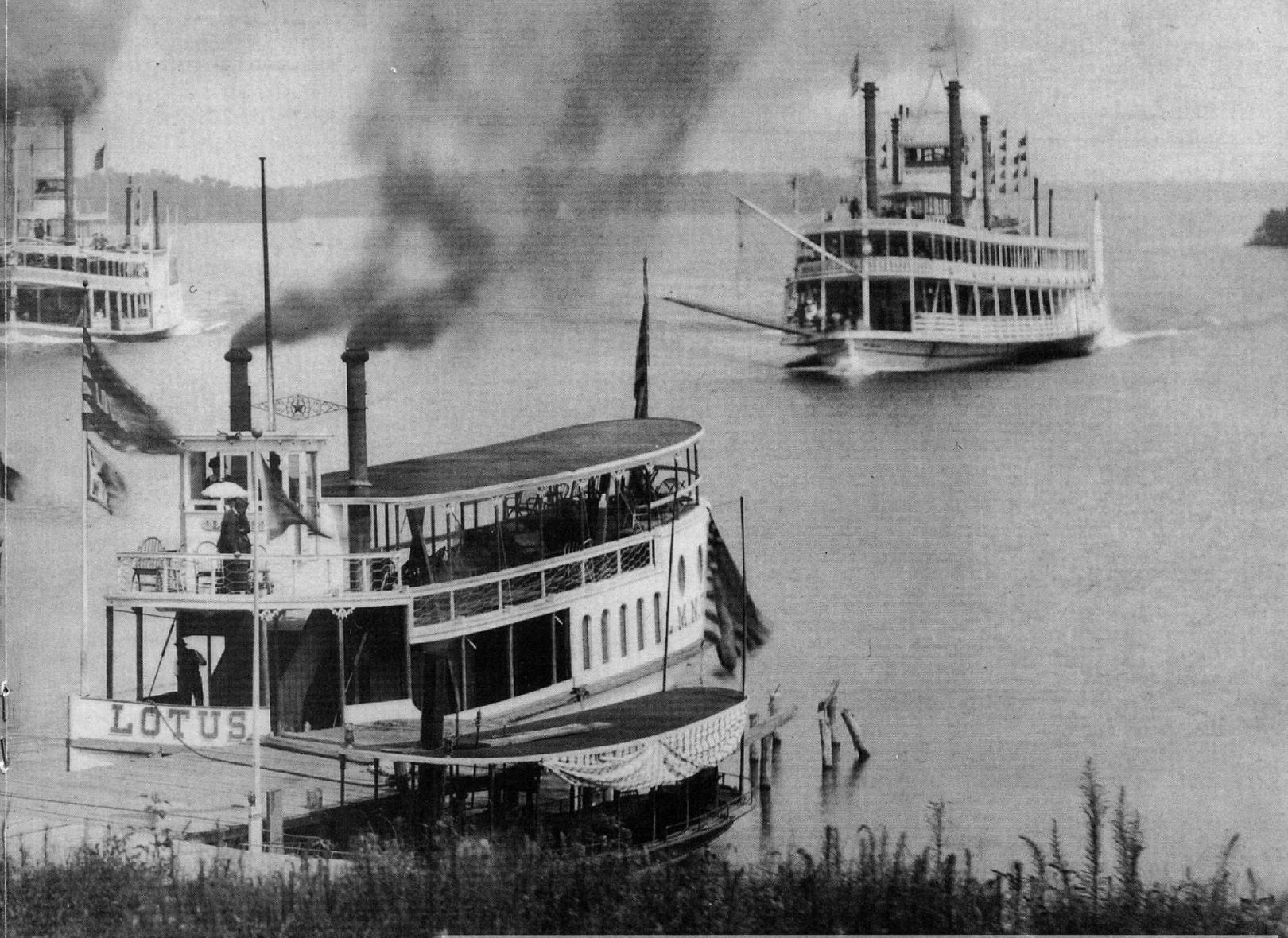
Pilot's Cab

Pilot will under no circumstances permit passengers inside his enclosure.

Signs

Pilots are required to see to it personally that all signs are properly set before leaving dock and when leaving end of the line, where changes of signs are made.





You are looking at the zenith of Lake Minnetonka steamboating in the pre-streetcar boat era. In the early 1880's, the 90-foot Lotus, 160-foot City of St. Louis and 300-foot Belle of Minnetonka met the train at Wayzata and raced each other to Excelsior. In this awesome and rather frightening scene, the Lotus has won, but the other two are bearing down on the dock with no intent of finishing third. In the foreground are the narrow gauge rails of the Minneapolis, Lyndale & Minnetonka. Hennepin County Historical Society photo.

Special Instructions to Purrs

Free Riders

Purser must collect a fare from every passenger on board except as follows: Children under six years of age when accompanied by parent or guardian, provided that not more than three such children are in the care of one person. A fare should be collected from each child in excess of this number. Chief Engineer and Captain of Fleet when in uniform and working in and around boats.

Collection of Fare

Purser will commence collection of fare immediately upon leaving regularly scheduled docks where passengers have been taken on, and notify passengers by announcing in a distinct voice, "FARES READY PLEASE." Fares will be collected singly, except in case where a passenger pays for two or more, then they must be registered at once.

Register

Register will be so suspended and hang in front of purser so that dial will be at all times visible when boat is on its run. Only when making landings when purser must leave boat to tie line will he be permitted to hold register under arm.

Purser's Position

While at docks receiving or discharging passengers the proper position for the purser is at the gang plank or entrance where he may assist passengers to promptly board or alight from the boat. His manner will be respectful but firm and the loading of boats will be without delay.

Train Connections

Where connections are to be made at opposite terminal, proper announcements of the fact should be made at frequent intervals.

Excelsior Dock Station, viewed from the lake. The streetcar station is at right. Minneapolis Public Library collection.

Be Prompt, But Careful

Just as the last passenger boards the boat, and as soon as safe to do so, lines should be cast off, and the pilot signaled "All right" so that the engines may be gotten underway by the time the passengers are loaded.

Call Docks

Immediately after leaving each dock purser will call out distinctly in all "Anyone for the next dock" naming it, and immediately notify pilot accordingly.

Conversation

While boat is on its run purser's conversation with pilot will be limited to informing him at which points along route passengers wish to alight.

Repairs Needed, Report of

Before leaving the boat in the evening the purser should compare notes with the crew and ascertain all existing defects and make a written report of same to the dispatcher.

If necessary repairs are not made by the following day a second report should be made and marked "second report."

Landings

Purser shall be careful in making landings not to tear off cleats or break lines. Pilots and engineers are responsible for checking speed of boat.

Actual Leaving Time

In every instance be particular when leaving any regular scheduled dock to enter on trip sheet exact time boat leaves, regardless of time card time. Do not show trip sheets or give information regarding receipts except to authorized persons.

Change of Boat, Pilot, etc.

Separate trip sheets and envelopes are required for change of register, boat, pilot or line.

Total Register

Pursers will before taking boat from dock station, note "total register" on trip sheets. Do the same when returning boat to the dock, also when being relieved.

Register

Turn the register back at the end of each half trip, NOT BEFORE so as to accord with the direction in which boat is going.

"In" "Out"

On trips leaving Excelsior Docks and Wildhurst register will be set to read "Out," fares will be entered under "O" on top of trip sheet; and leaving other end of trip register will be set to read "IN" and fares will be entered under the "I".

Late Transfers or Tickets

Pursers will exact CASH FARES from any passengers presenting "late" transfers or coupons or from any passengers boarding boat at wrong transfer point.

Ejection

If a passenger refuses to pay cash fare, keep transfer or coupon and eject the passenger, using no more force than necessary.

Cashing in

Pursers when cashing in and making settlement with the clerk are to remain at the counter until the money is counted and the trip sheets and envelopes are received for.

Return Company Property

Transfers must be turned in at the same time together with register and punch, at end of day's run.

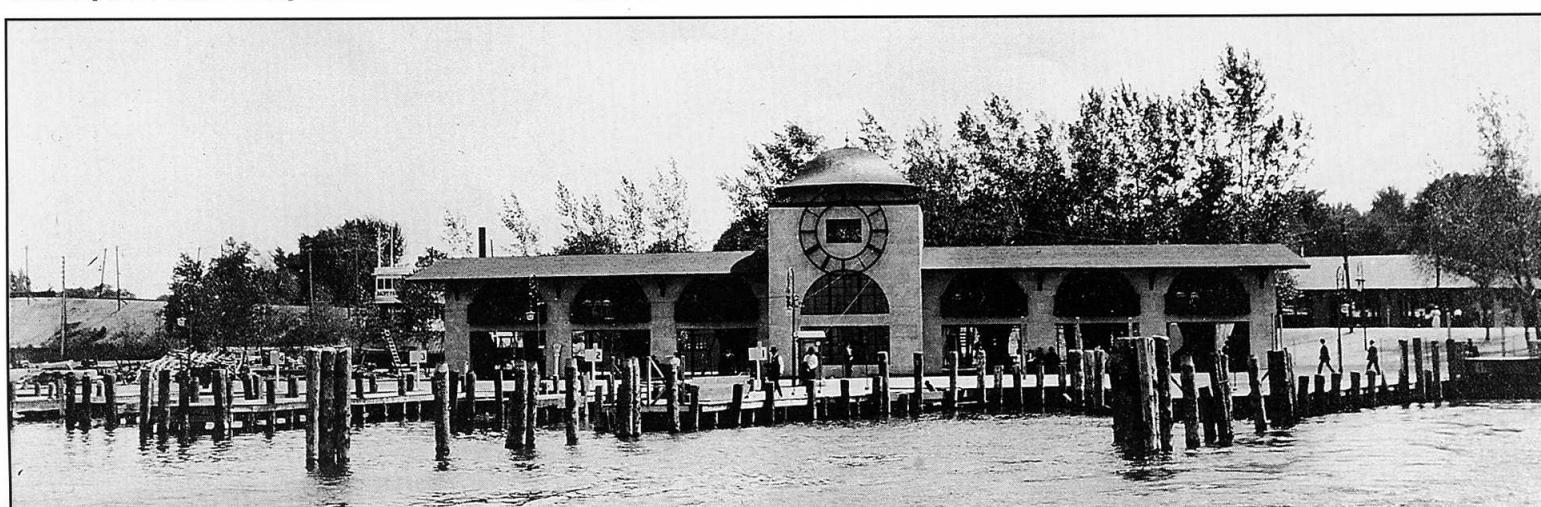
Starting Boat

Boat must never be started or signaled to start at any point on the line until all are safely aboard, or those alighting are fully and safely on the dock or landing.

Seats

Pursers will see that all seats provided in boats are properly utilized. Where some one is occupying more space than entitled to, politely request that unnecessary space be vacated so that others may be accommodated.

Do not permit passengers to put their feet on the seats or window sills.



Conversation with Passengers

Pursers will not converse with passengers unnecessarily and must not discuss company affairs. Do not allow your attention to be diverted from your duty.

Lost Articles

A careful search will be made at the end of each trip for articles left on boats by passengers and any such found must be turned in at the first opportunity to dispatcher at Excelsior docks. Give no information to passengers relative to articles claimed to have been lost, but politely refer them to dispatcher at Excelsior docks for such information.

Snubbing Boat

Purser will use line only to hold boat for safe landing or boarding of passengers and will not use same to snub boat as pilot and engineer are responsible for the proper landing and stopping of boat.

Keep Informed

Pursers must be in possession of information pertaining to their own routes as well as to the other boat schedules, time of arrival and departure of trains and general information so that questions can be correctly and properly answered.

Comfort of Passengers

The comfort of passengers must be carefully looked after. During warm weather make it a point to see that all windows are kept down so that passengers will get as cool and breezy an effect as though boat were of the usual open construction.

Shades should also be drawn on the sunny side of boat when so drawn it should be done evenly all along to give a uniform appearance.

Appearance of Boat

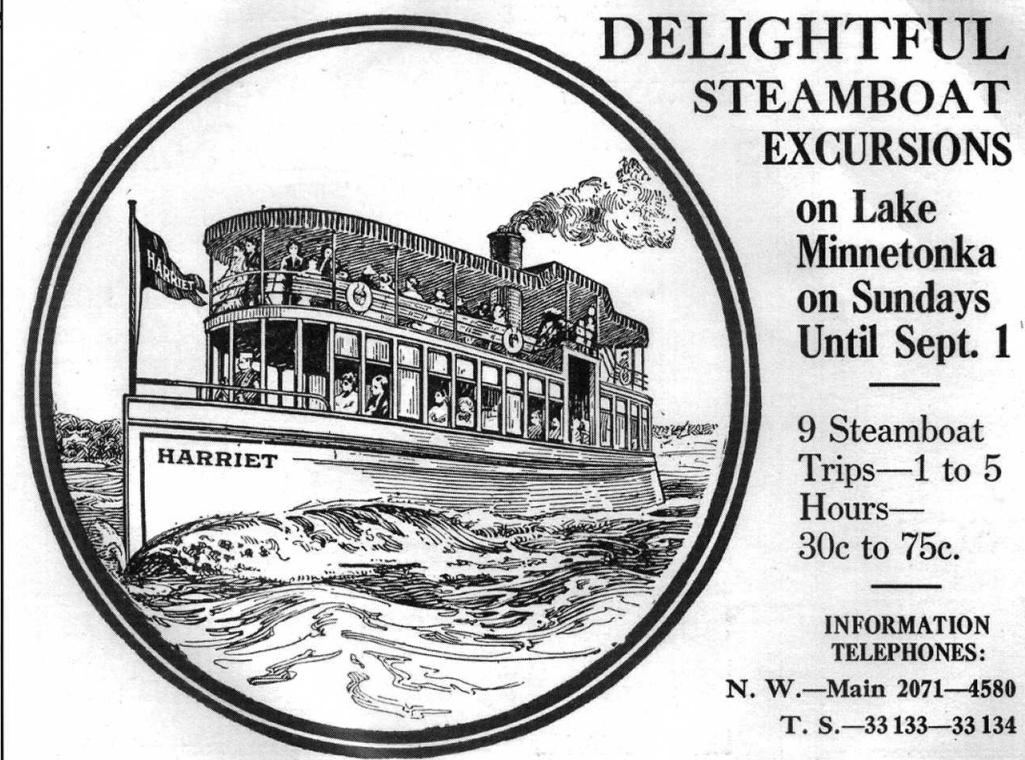
Purser is responsible for the neat appearance of the boat and will see that the same is kept in a cleanly condition, papers being picked up and all other litter being promptly removed.

Dry Seats

When conditions warrant windows and sill should be wiped off. Seats on upper deck should also be wiped off.

Flags and Pennants

Purser will properly display flags and pennants on taking charge of the boat in the morning and see that the same are properly cared for when boats are tied up in the evening, also in case of threatened rainy weather, flags should taken down before the rain falls.



This newspaper ad is from the Robert Bowes collection.

Newspapers

Newspaper packages properly addressed will be delivered to proper destination docks.

Ferry Boats

As soon as ferry boats leave Excelsior or Big Island Park, pursers will station themselves at top of stair case in front of boat, see that chains are fastened in place and stand guard there to see that passengers are not permitted downstairs to main deck until boat has been docked and pilot has given signal that passengers can be landed. Chains can then be taken down and passengers permitted to land. Purser will see that chains at both ends of engine room are securely put in place before boat takes on passengers and that these chains are kept in place until boat is docked. When ferry boats leave docks at either end of route, purser will see that rudder not in use is properly locked before boats get under way.

Special Instructions To Engineers

Inspection of Engine

Before taking boat out on first trip the engineer must inform himself as to whether or not engines and all other equipment are in proper order, that an ample supply of coal and other necessary material is on hand.

Responsibility

He is responsible for the running and care of machinery and boilers.

DELIGHTFUL STEAMBOAT EXCURSIONS

on Lake
Minnetonka
on Sundays
Until Sept. 1

9 Steamboat
Trips—1 to 5
Hours—
30c to 75c.

INFORMATION
TELEPHONES:

N. W.—Main 2071—4580
T. S.—33 133—33 134

Signals

He must respond to signals from pilot promptly and correctly.

Landings

He must keep himself informed of the movements of the boat while landing at dock to avoid accident, and will assist in making proper landings by intelligent handling of the engines. Under no circumstances will he attempt to dictate when boats should start, or in any way interfere with their operation. He will only be responsible for schedules as far as the running and condition of machinery are concerned.

Personal Appearance

Each engineer must provide himself with at least two complete suits of regulation overalls with cap, and must wear a clean suit at all times when on duty.

Blowing Out Boiler

Unless absolutely unavoidable, no unnecessary noise, such as blowing out the boiler, etc., will be permitted while steamers are at the docks. This work will be done while out on the lake. At the same time care must be taken not to inconvenience passengers while so doing.

Lounging Attitude

Where boats are heavily loaded, engineers must not lounge in passageways, or in front of windows, nor sit in the cane seats with greasy clothes.

15 MINUTES TO TURN THE ZEPHYR

The May 23, 1943 Minneapolis Sunday Tribune ran a full page photo story on how the Morning Zephyr from Chicago was turned and sent back out in just 15 minutes. This seemingly impossible task was typical of the war effort, squeezing the highest possible productivity out of available equipment. The photos are from the newspaper negative files at the Minnesota Historical Society. They had not been printed since the original article appeared.



1

**The Zephyr arrives
Minneapolis at 3:45 PM.**

2

The passengers detrain.

3

Before being serviced, the train is wyeed, first heading west, then backing east onto Nicollet Island, then forward again into the depot.



4

After wying, a switchman lines the track for the Burlington coach yard. The conductor is standing in the rear window to guide the backup move across the GN main.



5

In the yard, 650 gallons of fuel and 2000 gallons of water are pumped aboard. Meanwhile, it receives an underbody inspection.



7

The train returns to the station and passengers are boarded as quickly as possible.



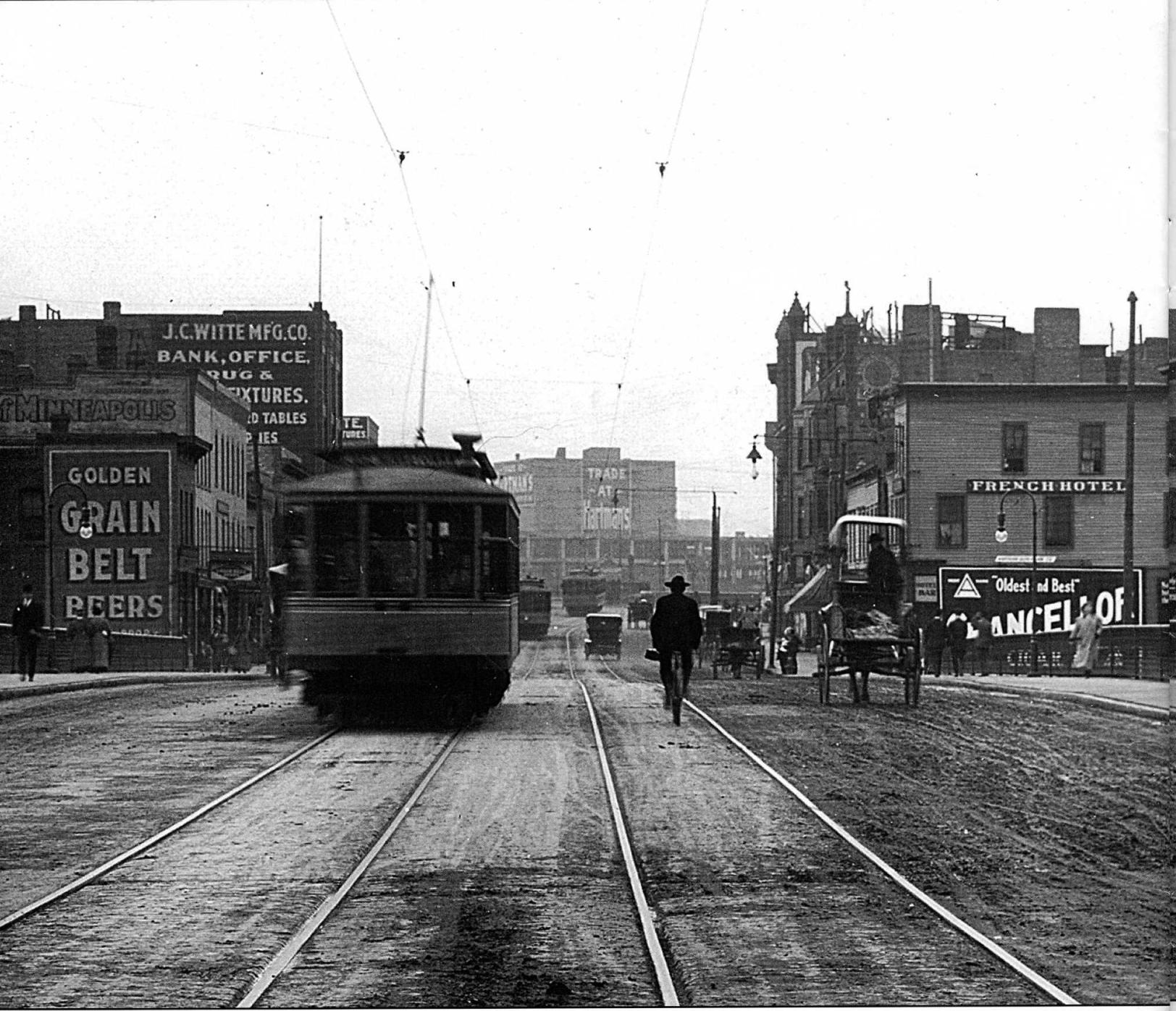
8

**Departure at 4:00PM,
15 minutes after arrival.**

6

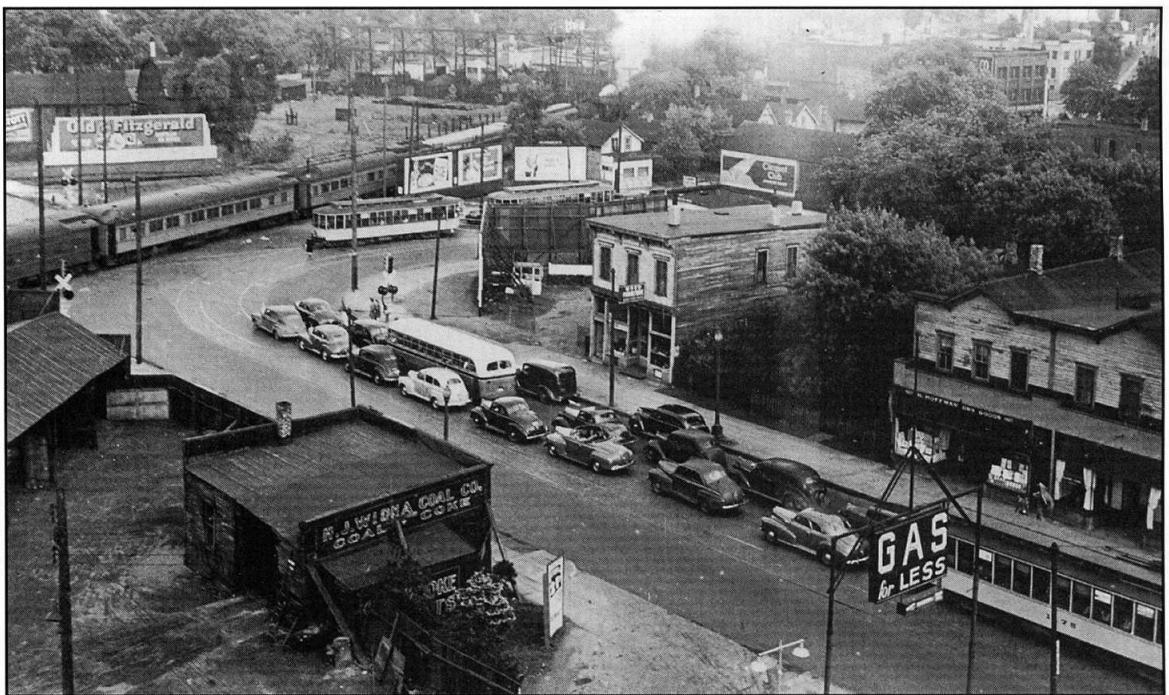
The interior is swept while the train is being turned and serviced. Check out those seats, not exactly Zephyr equipment. They're old walkovers spaced extra tight, probably replacing lounge furniture to boost capacity.



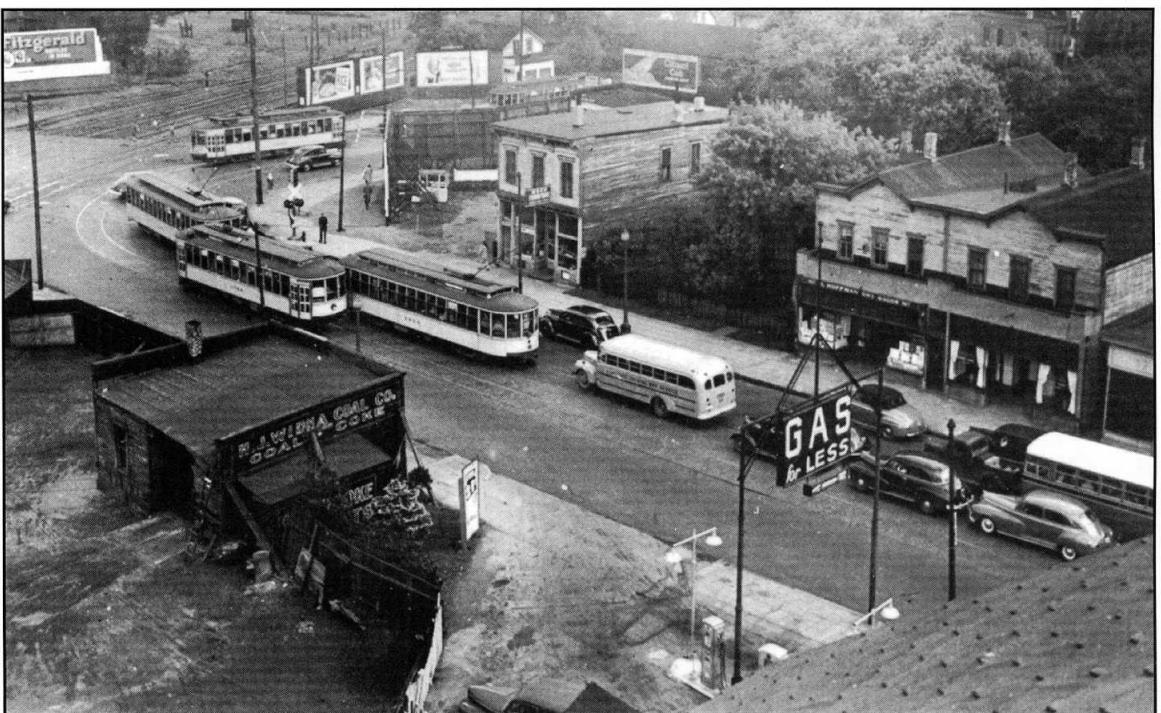


Above: You're standing in the middle of East Hennepin Avenue in about 1910, looking across Nicollet Island toward downtown. The streetcar is one of the high-speed Lake Minnetonka cars, caught deadheading back to East Side Station. MTM collection.





Shown on last issue's cover, the intersection of Franklin, Cedar and the Milwaukee Road was a major traffic bottleneck because of frequent train movements. These two photos are from the Minnesota Highway Department study that led to the present grade separation .
Minnesota Historical Society collection.



Left: If there was no MTM, these pictures would never have been found or shared. They were donated by Jeff Nelson, a coworker of Louis Hoffman. The right view is at Snelling and Selby. It shows Elveda Tell Nelson about 1917. Liberty State Bank still occupies this same building. In the distance is the Selby Avenue bridge over the Milwaukee Road's Short Line. The second scene is taken on that bridge, and features Mildred Tell Hultquist.

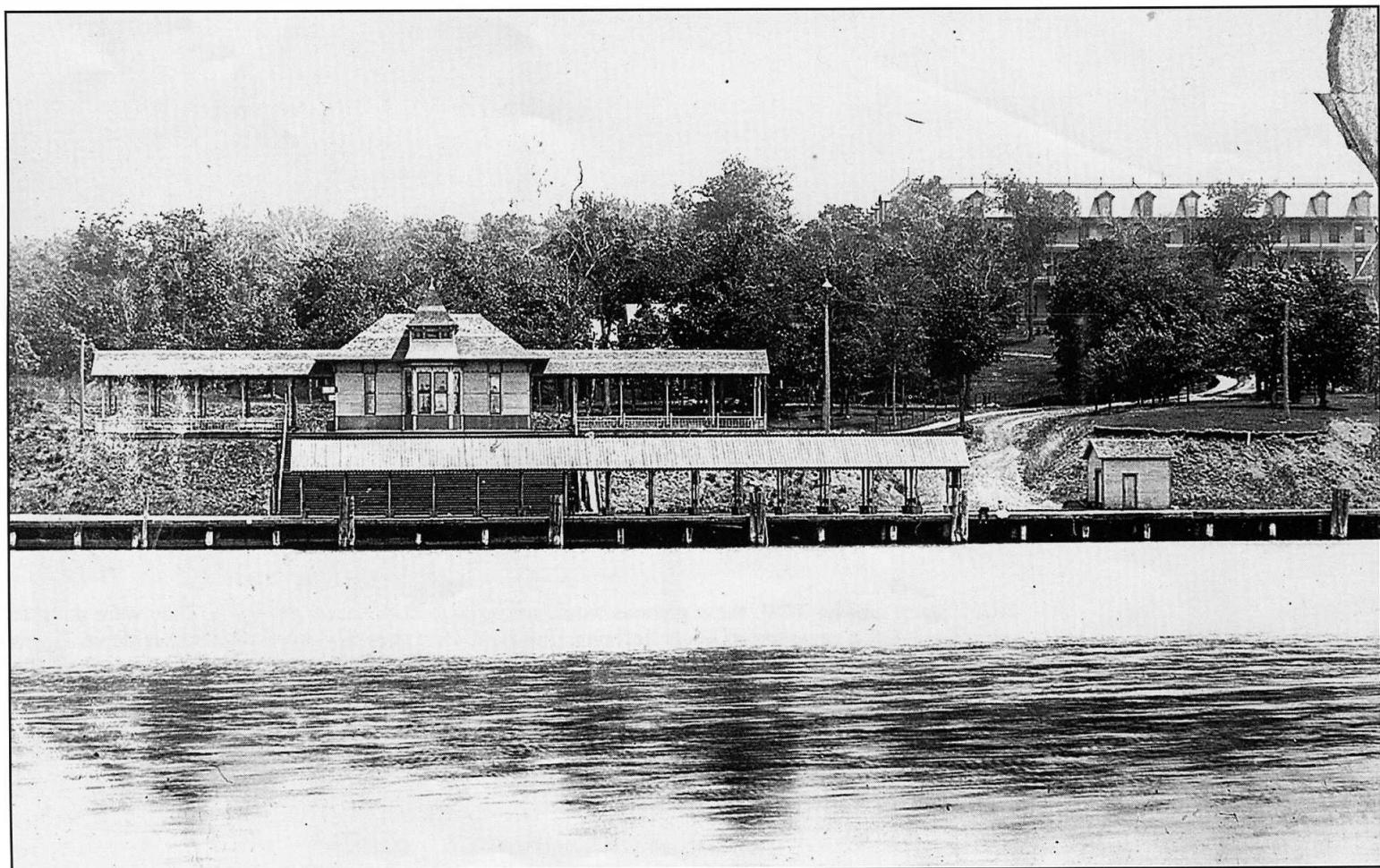
**Do you have such photos in your collection or know of others?
If so, please help us acquire or copy them.**

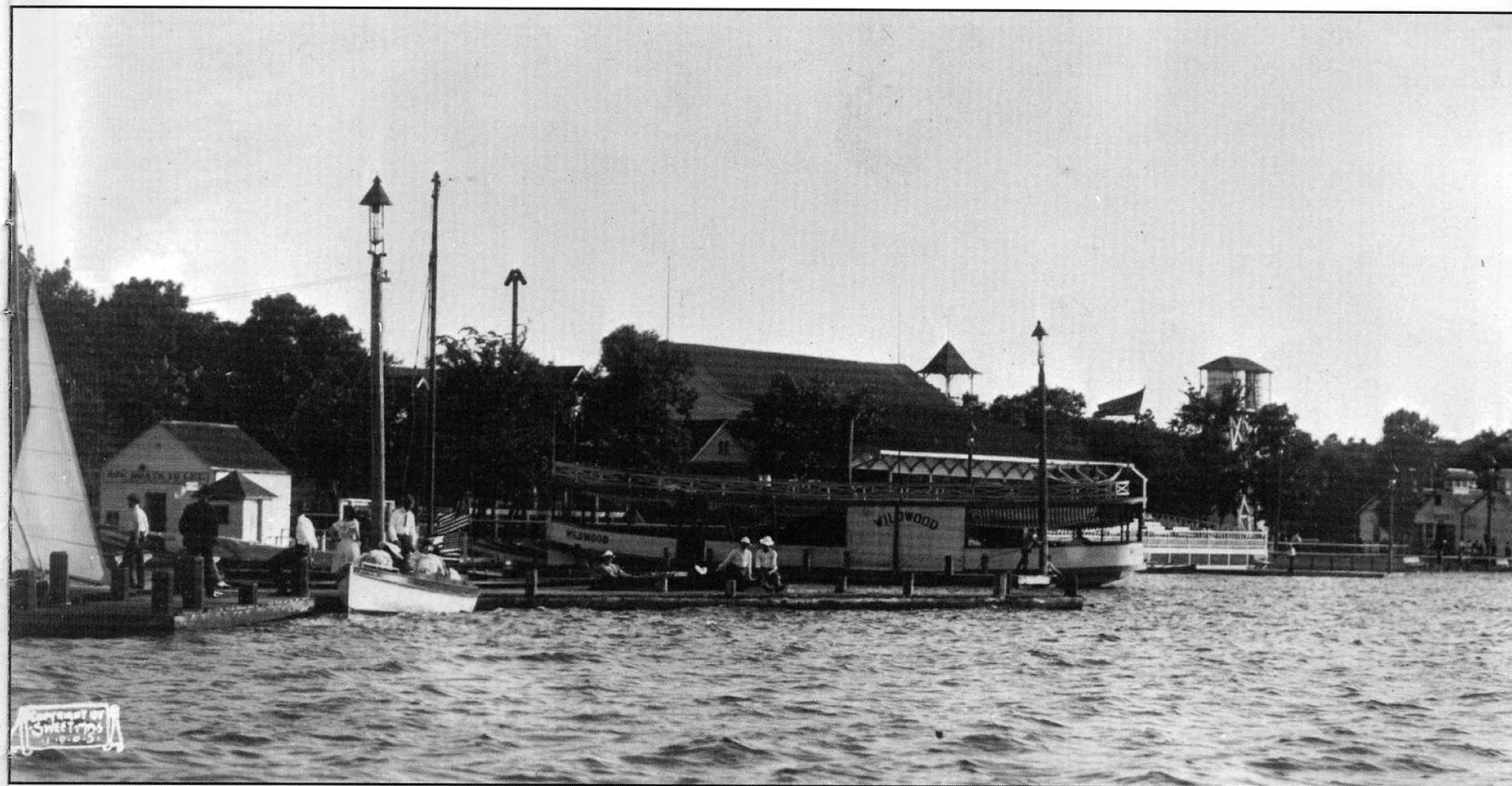


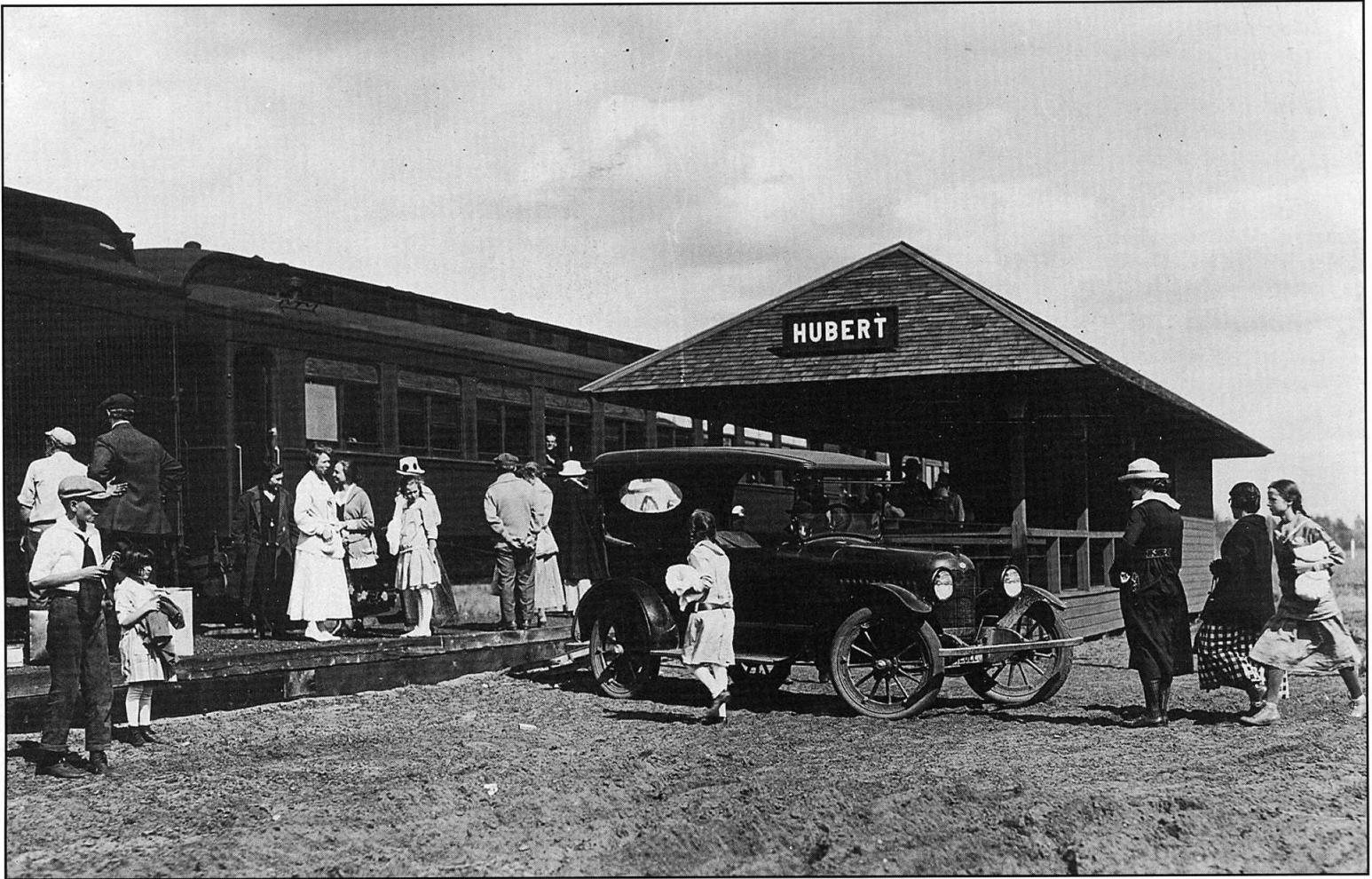
The Milwaukee Road built its branch to Deephaven in 1887. It ended at the St. Louis Bay boat dock and the Hotel St. Louis. These photos were taken before the line was purchased by Twin City Rapid Transit and electrified in 1906. Both Minnesota Historical Society collection.

Minnetonka hosted the most steamboats, but it wasn't the only lake to do so. The 65-foot Wildwood sits at its namesake dock on White Bear Lake. It was moved to Minnetonka in 1893 and renamed Mabel Lane. After being sold, it was again named Wildwood. It burned at the Cottagewood dock in Carson's Bay. Minnesota Historical Society collection.

The Lake Minnetonka excursion trade has continued pretty steadily throughout this century. In 1954, the new excursion boat Tonka Belle loads at Excelsior. Star-Tribune collection.



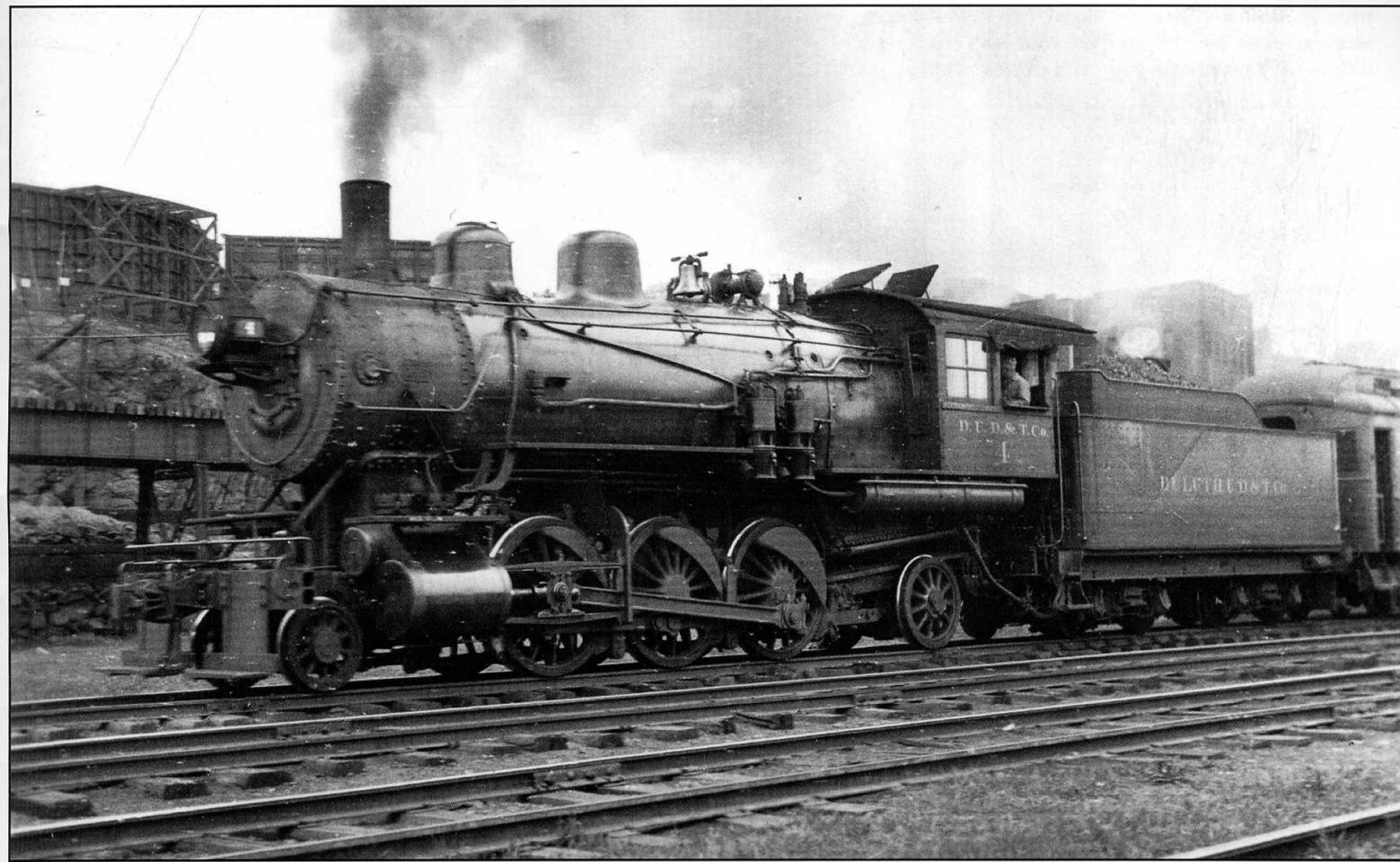




This original postcard shows what appears to be a Cagney 4-4-0 pulling a miniature train in Phalen Park. Can any reader provide more information?
MTM collection.

Duluth Union Depot and Terminal Co. #4 is clearly of Northern Pacific design. It is shown in 1941.
Ron V. Nixon photo,
Joe Fishbein collection.

We haven't done OBSCURE DEPOTS ON PARADE for awhile, so here are two of them. Hubert was a resort stop on the NP's Minnesota & International line north of Brainerd. It has been restored and survives today, although the track is gone. There wasn't much to Stroms, located on Prairie Island between Hastings and Red Wing on the Milwaukee Road's River Division. Minnesota Historical Society collection and Goodhue County Historical Society collection.



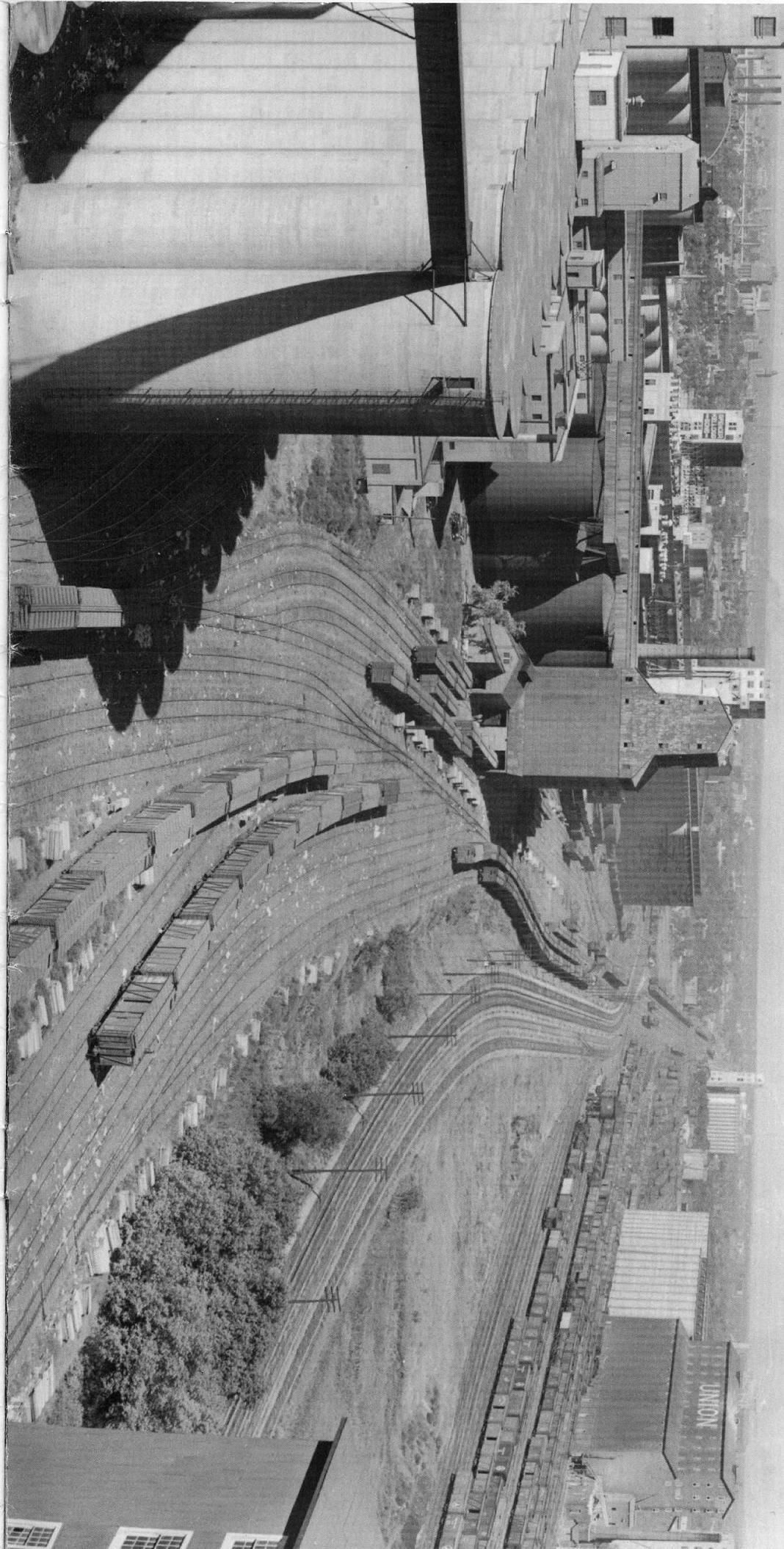


The Editor has started mining the unexplored Minneapolis Star-Tribune negative files at the Minnesota Historical Society. Here are two of the random treasures uncovered so far. (Top) In 1937, Northern Pacific 0-8-0 #1173 drags a cut through Northtown yard. The view looks SE from St. Anthony Blvd. (Bottom) This 1937 scene appears to be an early demonstration of piggyback on the Chicago Great Western. The location looks like the St. Paul yard with the long gone State Street bridge in the background. Just beyond the engine are several of the unique CGW wood cabooses with extended vision cupolas.



Inside rear cover: This photo is a companion to the Summer 1995 cover, taken by John Vachon for the Farm Security Administration. He is looking northwest from atop one of the southeast Minneapolis grain elevators. The four stacks of the TCRT Main Steam Station can be seen at upper left, along with the 3rd Avenue bridge. The Great Northern passenger main line between the cities S-curves through the middle right of the picture. Straight ahead in the distance is the GN to Minneapolis Junction and Northtown. The water tank is at the west end of Union Yard. Beyond the Union Elevator is the C&NW East Minneapolis yard. Library of Congress collection.

Rear cover: In October, more than 60 of the volunteers who helped restore Minnehaha gathered for a group photo. With everyone standing on the starboard side, she leaned over a bit.





MINNEHAHA



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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